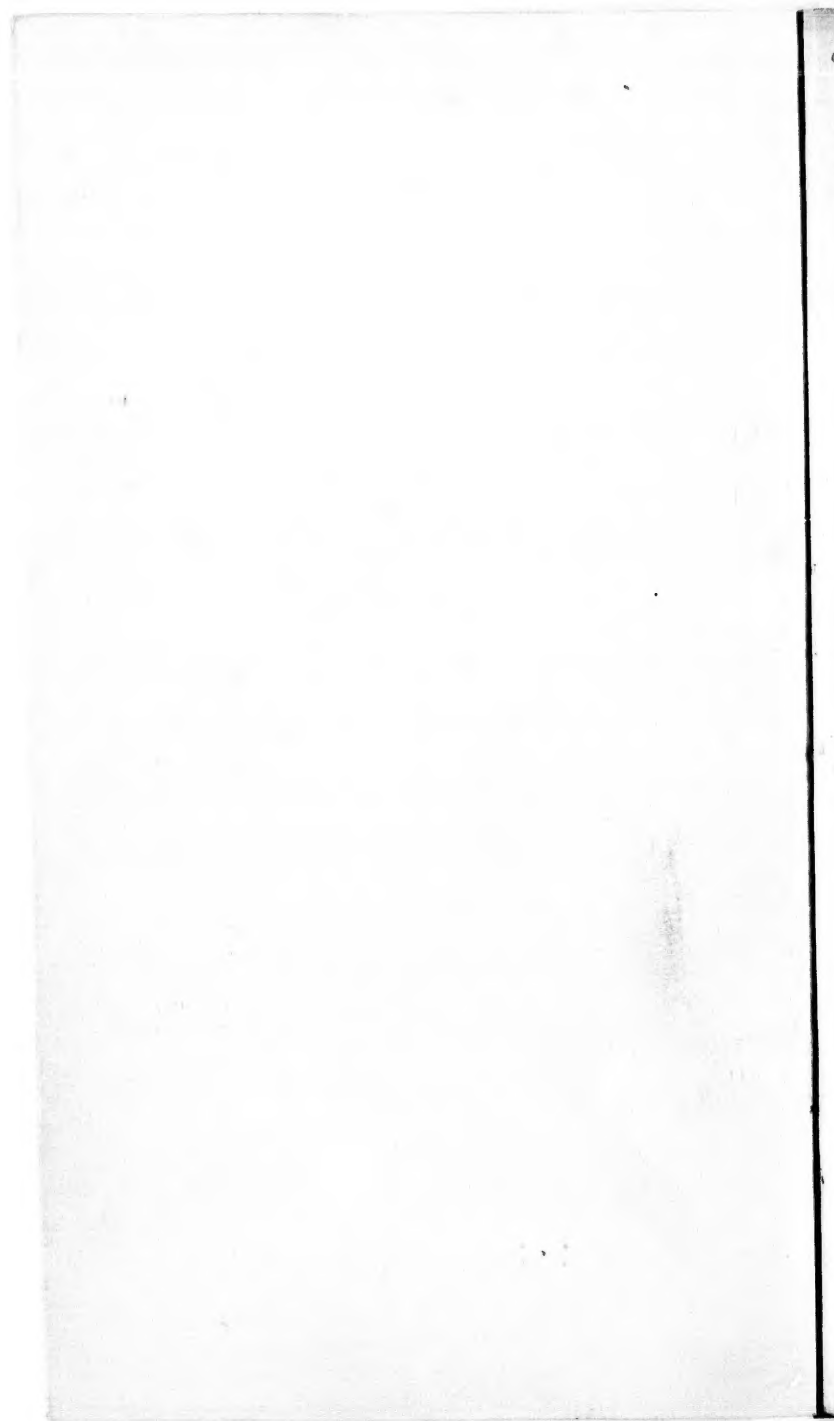




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THE
AMERICAN
COAST PILOT

CONTAINING THE
COURSES AND DISTANCES

BETWEEN THE
PRINCIPAL HARBOURS, CAPES AND HEADLANDS,
From Passamaquoddy, through the Gulph of Florida;

With Directions for sailing into the same, describing the Soundings, Bearings
of the Light-houses and Beacons from the Rocks,
Shoals, Ledges, &c.

TOGETHER WITH THE
COURSES AND DISTANCES
From Cape Cod and Cape Ann to Georges' Bank,
through the South and East Channels, and the setting of the Currents,

WITH THE
LATITUDES AND LONGITUDES
OF THE PRINCIPAL
HARBOURS ON THE COAST.
TOGETHER WITH A
TIDE TABLE.

BY CAPT. LAWRENCE FURLONG

CORRECTED AND IMPROVED BY THE MOST EXPERIENCED PILOTS
OF THE UNITED STATES: ALSO

*Information to Masters of Vessels, wherein the manner of transacting Bu-
siness at the Custom Houses is fully elucidated.*

PUBLISHED ACCORDING TO ACT OF CONGRESS.

Fifth Edition.

NEWBURYPORT, (MASSACHUSETTS)

PRINTED BY EDMUND M. BLUNT,

PROPRIETOR of AMERICAN COAST PILOT, NEW AMERICAN PRACTICAL NAVIGATOR,
and MERCANTILE ARITHMETIC) and for sale by all the Booksellers
and Ship Chandlers throughout the United States.

October, 1806.

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DISTRICT OF MASSACHUSETTS DISTRICT—*To wit*—

BE IT REMEMBERED, *That on the twenty-*

first day of November, in the twenty second year of the Independence of the United States of America, EDMUND MARCH BLUNT, of the said District, hath deposited in this office the title of a Book, the right whereof he claims as Proprietor, in the words following, to-wit :

"The American Coast Pilot, containing the courses and distances between the principal harbours, capes and headlands, from Passamaquoddy, through the Gulph of Florida ; with directions for sailing into the same, describing the Soundings, Bearings of the Light-houses and Beacons from the Rocks, Shoals, Ledges, &c.—together with the Courses and Distances from Cape Cod and Cape Ann to Georges' Bank, through the South and East Channels, and the setting of the Currents, with the Latitudes and Longitudes of the principal Harbours on the coast—together with a Tide Table—By Capt. LAWRENCE FURLONG."

Corrected and improved by the most experienced Pilots in the United States. • Also,

Information to Masters of Vessels, wherein the manner of transacting Business at the Custom Houses is fully elucidated.

In conformity to the act of the Congress of the United States, intituled "An act for the encouragement of learning, by securing the copies of Maps, Charts and Books to the Authors and Proprietors of such Copies during the times therein mentioned."

N. GOODALE,

(Clerk of the District of Massachusetts District,

590012,

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A true copy of Record,

Attest.

N. GOODALE, CLERK.

RECOMMENDATIONS.

Newburyport, January, 1804.

THE subscribers, a Committee from the MARINE SOCIETY of Newburyport, having examined the "AMERICAN COAST PILOT," certify, That they have carefully perused the work, and finding it to be accurate in every part within the compass of their knowledge, they recommend it as useful and valuable to Navigators.

WM. RUSSELL,	A. WHEELWRIGHT,
WM. NOYES,	BENJAMIN WYATT,
NICHOLAS JOHNSON,	SEWELL TOPPAN.
EBEN. STOCKER,	

....

THIS is to certify, that the subscribers, at the request of the Proprietor of the "AMERICAN COAST PILOT," have carefully examined the several ports we have sailed into, and from experience declare the Directions given for Boston, Marblehead, Salem, Beverly, Cape Ann, Annisquam, Newburyport, Ipswich Bay, Portsmouth, from Cape Neddock to Cape Porpoise, from thence to Wood Island, Portland, Hussey's Sound, &c. to the eastward, to be correct, the work a very useful publication, and deserving the encouragement of all concerned in Navigation.

JAMES SAUNDERS,	MOSES BROWN,
ISAAC NOYES,	NATHAN POOR.
WILLIAM MILLBERRY,	
JOHN SOMERBY,	} Branch Pilots at Newburyport.
ENOCH LUNT,	
ENOCH LUNT, jun.	

....

Deer Island, October 4, 1796.

THIS will certify, that I have proved from experience, since the within "AMERICAN COAST PILOT" was published, that the Directions for the Eastern Coast are correct, and recommend it to Navigators of every kind, as a valuable work.

ROBERT CAMPBELL.

.....

Wiscasset, June, 1796.

THIS is to certify, that we the subscribers, at the request of the Proprietor of the "AMERICAN COAST PILOT," have carefully perused the same, and pronounce it a good work, and worthy the attention of all Mariners.

ALEXANDER ASKINS,
DANIEL BAKER.

.....

Salisbury, 1796.

THIS will certify, That I have carefully examined the within "AMERICAN COAST PILOT" and compared it with Charts which I know from experience to be correct, and do recommend it as a valuable work, and worthy the attention of Navigators.

BENJAMIN LURVEY.

Portland, May 8, 1798.

BEING requested by the Proprietor of the "AMERICAN COAST PILOT," to peruse and examine the same, I have carefully done it, and recommend the book to be of general utility, and well worthy the attention of all concerned in Navigation, as containing the most safe and correct Directions ever published for the American Coast, and such as may be used with safety in times of danger.

JOHN THORLO.

Portsmouth, June 15, 1796.

THIS may certify, That I the subscriber having carefully examined the "AMERICAN COAST PILOT," and finding it very correct, think it my duty to recommend it for general use to mariners, as being the most valuable publication extant.

HOPLEY YEATON.

Boston, June 17, 1798.

THIS may certify, That I the subscriber having examined the "AMERICAN COAST PILOT," by desire of the Proprietor, do pronounce it very correct, and worthy the attention of all Mariners.

THOMAS KNOX,
Branch Pilot for Boston Bay and Harbour.

Newshorham, March 16, 1803.

THIS may certify, That I the subscriber, Pilot for *Block Island Channel*, *Long Island Sound*, *Vineyard Sound*, and *Nantucket Shoals*, have carefully examined the "AMERICAN COAST PILOT," and do pronounce it a very correct and useful publication for all Navigators.

BURTON BRIGGS.

Philadelphia, November, 1796.

THIS shall certify, That I the subscriber, Branch Pilot for the *Delaware*, have carefully perused the directions given for sailing in by *Cape May* and *Cape Henlopen*, from thence up the bay, to the city of *Philadelphia*, contained in the "AMERICAN COAST PILOT," and from experience declare them to be very correct, the work very useful, and worthy the attention of all Mariners.

WILLIAM SCHILLINGER.

Savannah (Geo.) Dec. 3, 1804.

THIS may certify, That I the subscriber, having long been a pilot for the Port of *Savannah*, and being requested by EDMUND M. BLUNT, proprietor of the "AMERICAN COAST PILOT," to examine and give my opinion of the work, conceive it a duty due to Mariners for me to recommend the work for their use, as being very correct.

WILLIAM BROWN.

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LIAM BROWN,

PREFACE TO THE FIFTH EDITION

OF THE

AMERICAN COAST PILOT.

.....

IT has been the object of the Editor, in each successive edition of this work, to obtain all the information necessary to render it a correct and complete Pilot for the whole American Coast, including the West-India Islands. The very great demand, for every impression, since its first publication, has scarcely afforded him opportunity to render the succeeding as copious as the subject will admit.

Of the many improvements, which the science of Navigation has been continually receiving in the lapse of many centuries since the invention of the Compass, perhaps there is no one, which in its ordinary operation on maritime affairs, embraces a greater scope of *practical utility*, than an accurate description of the marine boundaries of countries, by which the adventurous mariner may recognize his coast at a distance; the soundings and courses of channels, by the knowledge of which he sets the rock-bound shore at defiance; and the aspect and properties of harbours, into which he can enter with security, and embay himself from the inclemency of the elements. This remark is suggested with the more confidence, as it results from the consideration, that the life even of the most experienced Mariner is more endangered as he approaches the Coast, however correctly he may be acquainted with its soundings and its curvatures, than it is when exposed to the billows of the tempest, which agitates the mid ocean. The important aid, which the learned Navigator derives from the calculation of the longitude by lunar observations, is undoubtedly among the most distinguished benefits of modern nautical improvement; and it is a branch of naval education with which the mariners of our country have of late years become generally familiar. When the spirit of adventure had extended the American commerce beyond the capes of either continent, what was before useful, became then indispensibly necessary, that *Navigation* should be taught as a science to the conductors of our merchantmen, and it was soon no uncommon spectacle to behold the American Eagle, lately unused to scientific restraint, shaping his course through foreign climes by the rules of geometry. The Charts and marine directions with which foreign countries abound, have also rendered the profession of the sea less dangerous and more profitable. These powerful aids have almost every where been extended to the protection and encouragement of commerce, except in the American States. Here, indeed, few Charts have been published, and those of no remarkable character, either for the accuracy of their distances and bearings, or for the extent of their scale. But to collect in a compendious volume the most authentic description of the harbours, and an accurate detail of the courses and soundings of the American Coast, has long been a desideratum among nautical and commercial men; and until the appearance of the first edition of the AMERICAN COAST PILOT, in 1796, no attempt, we believe, had ever been made, in any part of the Union, to effect it. To accomplish so important an object, which was embarrassed with more than the ordinary difficulties with which all new works are involved, the Editor, actuated by a principle of commercial benefit, and assisted by the most correct and experienced Pilots in the United States, hazarded the publication of that work, under auspices by no means favorable to its eventual establishment, as a book of reference and directions to American mariners. Incident to the very arduous and complex nature of the work itself, much incompetency and error found admission into its pages, which no industry of the Editor could avoid. Add to this, the avowed hostility of almost all the Pilots in the Southern commercial cities, with whose *interest* it militated, to permit any degree of reputation to be attached to a publication, whose professed design was to make American commanders their own pilots, and to relieve in the minds of their owners every apprehension of danger, by the certain conviction that this cabin companion would be the means of security.

But notwithstanding the objections of interest, and the cavils of malice, the Editor feels it a duty, which he owes to the independent candour and integrity of some few of the Southern Pilots, to remark, that their friendly assistance and information have largely contributed to the present highly improved state of his *COAST PILOT*. It is, however, unnecessary minutely to follow, step by step, the various and indefatigable efforts, which for ten years have been exerted in all the principal cities of America, to render this work as correct in its execution as it was extensive in the purposes it contemplated. Every source of marine intelligence which our country affords, and which the narrow selfishness of a bigotted profession had not rendered inaccessible, has been resorted to by epistolary correspondence, expensive journeys, and unwearied application. As the fruit of his labours, it is now the happiness of the Editor to present to the maritime and commercial public the fifth edition of the *AMERICAN COAST PILOT*, exhibiting a perfectly accurate compendium of the American Coast Navigation, and combining all the information on this subject, which skilful experience and modern discovery have collected.

The general accuracy of the last edition, as tested by the careful revision of the most skilful and scientific navigators, and the repeated experience of masters and mariners, who have had occasion to follow its directions, left but few errors to be corrected in the present volume. The matter contained from the fifteenth to the twenty-ninth page of this edition, is entirely new, and, combined with that previously published, exhibits a complete view of the coast of Labrador and Newfoundland. This part of our work derives a new interest from the great increase of the American Fishing trade in that quarter; a trade, which, although in its infancy, has already become an important source of wealth to our citizens, and of revenue to our government. The information given on this subject may be relied on as drawn from the most authentic sources. The whole coast is described with the most elaborate precision; and the bearings, distances, and directions for navigating every part of it, including all the bays, harbours, straits and passages which the adventurous mariner may have occasion to visit, in any voyage, will be found noticed with accuracy. The difficulty of procuring these valuable additions to the work, induced the Editor to be the more careful that they should hereafter need as little amendment as possible. Every aid which the importance of the subject could suggest, has been procured to divest it of every species of error. Among other additions made in this work we ought to mention that of *Directions for the Mississippi*; improvements highly important are also contained in the plans of the principal harbours in the United States. To those contained in the last edition of this work are now added plans of *Long Island Sound* and *Cape Poge*; and the Editor is highly gratified, in being able, after much embarrassment on the subject, to present to the public an entire set of plans and charts, newly engraved, under his own immediate direction, and in a style rarely equalled in this country. These have been taken from actual surveys. The rocks, shoals, flats, and every minutia which can be serviceable to the mariner, are faithfully and distinctly laid down, and will be found strictly to compare with the printed directions.

In this edition the list of *Impost Duties*, and the forms of papers required from merchants and mariners in the Custom-House, have been thoroughly and carefully revised, and conformed to the latest practice and establishment. Other forms, important to seamen, have been annexed. Laws of the United States, passed since the last edition was published, are also inserted in this work. Several State laws, for the government of masters and seamen, which are included in this volume, renders it of high importance to the merchant, commander and seaman.

With such pretensions to public patronage, the Editor is not reluctant in meeting the public scrutiny. The merits of his work are grounded on the best science in the country, and every exertion of long and laborious industry has been employed in executing its pages with the strictest accuracy and fidelity, that were due to its high promise of usefulness and emolument.

EDMUND M. BLUNT.

Newburyport (Mass.) October, 1806.

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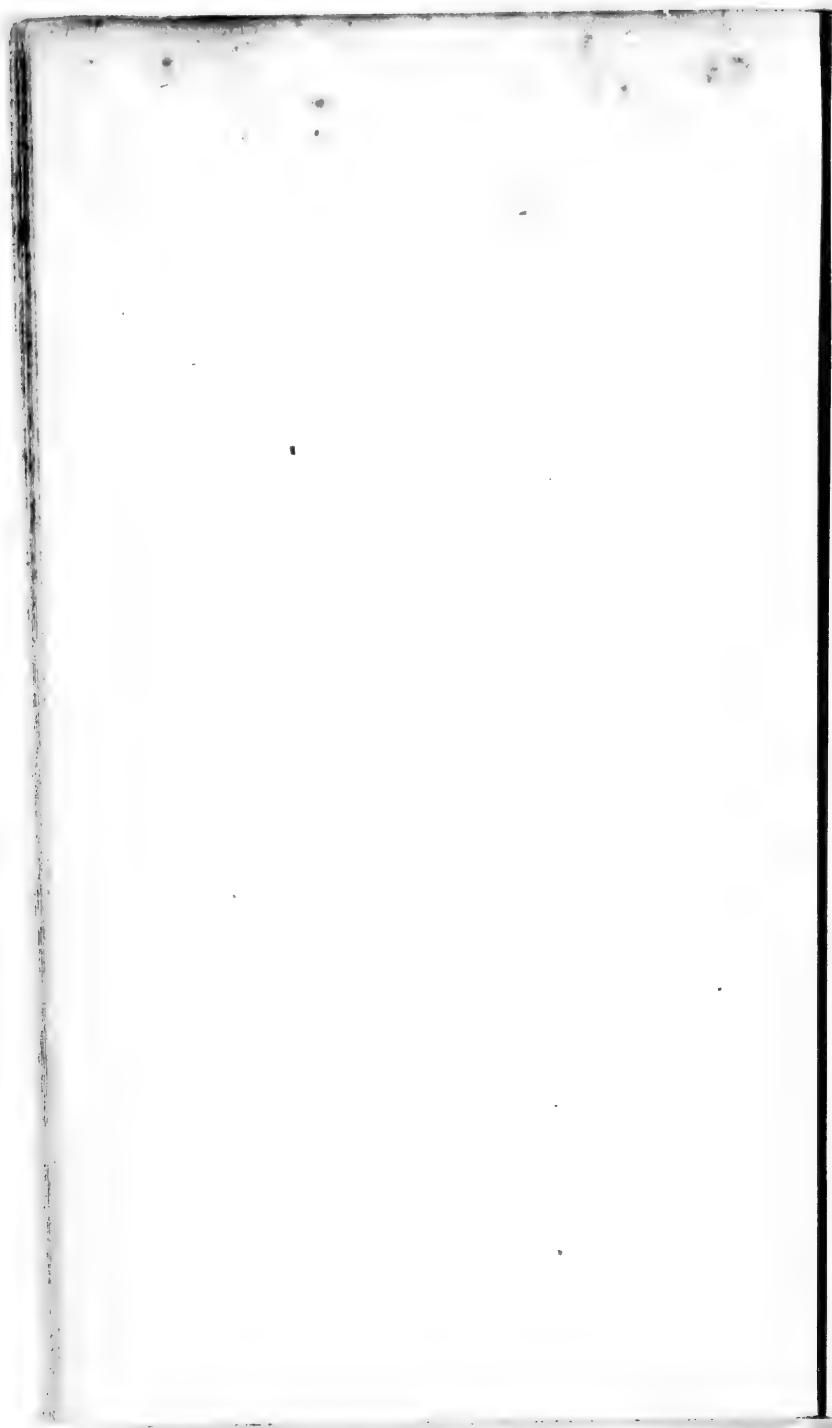
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AMERICAN COAST PILOT.

.....

FROM CAPE SABLE TO THE BAY OF FUNDY.

THE south end of the *South Seal Isle* bears W. by N. from *Cape Sable*, distant about 7 leagues; between them there are 17 fathoms. About $3\frac{1}{2}$ miles S. $\frac{1}{4}$ E. from the S. W. part of the *South Seal Isle*, and west 7 leagues from *Cape Sable*, there is a *rock* above water, which appears to be very smooth: between this rock and the *South Seal Islands*, there are 9 fathoms. Off the west side of the island there are two small *rocky islands*; between them and the *Seal Island* there are 2 and 3 fathoms.

Between the *South* and the *North Seal Islands*, there is a *channel* of about $2\frac{1}{2}$ miles wide, with 15 fathoms in it. In going through this channel, you should keep nearer to the south than to the north island; because there is a *shoal* lies off about three quarters of a mile from the north island, on which there are 3 fathoms. The course through this channel is about north-west.

The *Gannet Rock* lies 13 miles N. $\frac{1}{4}$ W. from the S. W. part of the *South Seal Island*, and 8 miles S. by W. $\frac{1}{4}$ W. from *Cape Forchu*. About 3 miles W. $\frac{1}{4}$ S. from the *Gannet Rock*, 14 miles N. N. W. $\frac{1}{4}$ W. from the S. W. part of the *South Seal Island*, and 11 miles S. W. $\frac{1}{4}$ S. from *Cape Forchu*, there is a ledge of rocks, which appear about half ebb. Between the *South Seal Island* and the *Gannet rock*, there are from 8 to 20 fathoms: between the *Gannet* and *cape Forchu* there are 23, 28, 16, and 14 fathoms.

The *Lurcher ledge* lies 17 miles N. N. W. from the *Gannet rock*, 11 miles N. W. $\frac{1}{4}$ W. from *cape Forchu*, 15 miles S. W. by W. from *cape St. Mary*, and 18 miles S. by W. $\frac{1}{4}$ W. from the S. W. part of *Bryer's island*. Between *cape Forchu* and the *Lurcher*, there are 28, 38, and 14 fathoms; and between the *Lurcher* and *Bryer's island*, there are from 17 to 42 fathoms.

Trinity ledge lies five miles N. E. by E. from the *Lurcher ledge*, eleven miles N. N. W. $\frac{1}{4}$ W. from *cape Forchu*, 10 miles S. W. by W. from *cape St. Mary*, and 14 miles S. by W. from the south point of *Bryer's island*. Between *cape Forchu* and *Trinity ledge* there are from 12 to 24 fathoms; between the ledge and *cape St. Mary* there are 18 fathoms; between the former and *Bryer's island* there are 42 fathoms; and along the shore, between *cape Forchu* and *cape St. Mary*, there are 11 and 12 fathoms. *Cape St. Mary* bears from *cape Forchu* N. by E. $\frac{1}{4}$ E. distant 16 miles.

The south entrance of the *Grand Passage* lies 9 miles N. N. W. $\frac{1}{4}$ W. from the south part of *cape St. Mary*; between them there are from 14 to 22 fathoms. The *Grand passage* lies between *Bryer's island* and the S. W. end of *Long island*; and the *Petit passage* lies at the N. E. end of *Long island*, about 8 miles distant from the *Grand passage*. About two miles S. W. from the S. W. part of *Bryer's island*, lies *Black rock*; and about a mile and an half further, in the same direction, there is a *shoal*, with only 3 feet on it. Between this shoal and *Black rock* there are 16 fathoms; between *Black rock* and the S. W. point of the island, the water is shoal. About 3 miles N. W. by W. from the north entrance of the *Grand passage*, is the *North-west ledge*. The widest and deepest channel for ships that come from the southward for the Bay of Fundy, is between the *North-west ledge* and the *West Seal isles*;

it is nearly 6 leagues wide. There is also a channel between *Great Manah island* and the point of the main land to the westward of it; this channel is about 4 miles wide.

Mount Dewey rock lies 26 leagues N. W. by W. from the *South Seal island*, 17 leagues W. S. W. from the *West Seal isles*, 7 leagues E. $\frac{1}{4}$ N. from *Wood-sball rock*, and 12 leagues E. $\frac{1}{4}$ N. from *Manheigen island*.

From Sambro Island to Cape Sable.

FROM *Sambro island* to the entrance of *Le Heve*, the course is W. $\frac{1}{4}$ S. and the distance 11 leagues; between them are *Charlotte's* and *King's bays*; the former is also called *Margaret's bay*. About 5 miles S. $\frac{1}{4}$ W. from the point of land which separates the two bays, lies *Green island*; it is small, and lies 7 leagues W. N. W. $\frac{1}{4}$ W. from *Sambro island*.

From the entrance of *Le Heve* to *Hope island*, the course is S. W. by W. $\frac{1}{4}$ W. and the distance about 11 leagues; between them lie *Port Jackson*, *Liverpool*, and *Gambier harbours*. *Port Jackson* is called by some *Port Metcay*, and *Gambier harbour* is also called *Port Mattoon*. Between *Port Jackson* and *Liverpool* is *Cape Metcay*.

From *Hope island* to the entrance of *port Mills*, or *Ragged island harbour*, the course is W. S. W. $\frac{1}{4}$ W. and the distance $5\frac{1}{2}$ leagues; between them lie *Stormont river*, *Port Mansfield*, and *Penton river*. *Port Mansfield* is also called *Port Herbert*.

From the entrance of *Port Mills* to that of *Port Haldermand* the course is S. W. by W. $\frac{1}{4}$ W. and the distance about 6 leagues; between them lie *Bulter bay*, *Port Campbell*, and *Port Anherst*. *Port Campbell* is also called *Port Roseway*; this is deemed an excellent harbour.

From the entrance of *port Haldermand* to *cape Sable*, the course is W. $\frac{1}{4}$ S. and the distance 10 miles; between them lies *Barrington bay*. *Port Haldermand* is also called *port Latour*.

The *Brazil rock* lies 5 miles S. $\frac{1}{4}$ W. from the point of land which separates the entrance of *port Haldermand* from *Barrington bay*, and $6\frac{1}{2}$ miles S. E. by E. from *cape Sable*; on this rock there are ten feet; between it and *cape Sable* there are 17 fathoms.

Cape Sable is a low sandy point; it may be known by several sandy hills lying just within, and by the land a little further in, or to the northward of the sand hills, which appears higher.

The east end of *Baron bank* lies 9 leagues S. W. by W. from *cape Sable*; it thence extends W. S. W. $\frac{1}{4}$ W. 7 miles, is about 4 miles broad, and has 20 and 21 fathoms on it. Between this bank and *cape Sable* there are 33 fathoms. The tide flows here, on the change and full days of the moon, at eight o'clock. From *cape Sable* a reef of rocks extends W. by S. about 3 miles, on which the sea always breaks, unless the water be very smooth.

Directions for Halifax harbour, taken from the printed Directions in the Custom-House at Halifax.

SAMBRO Island and light-house is in latitude 44 deg. 30 min. N. and longitude 63 deg. 35 min. W.

From the westward, bring the light to bear N. E.; if it bears more easterly stretch to the southward till it bears N. E. and as much more northerly as you please, there being no shoal or ledge to the southward; then keep it open on your harbour bow; give it more than a mile and a half birth, as much more as you please.

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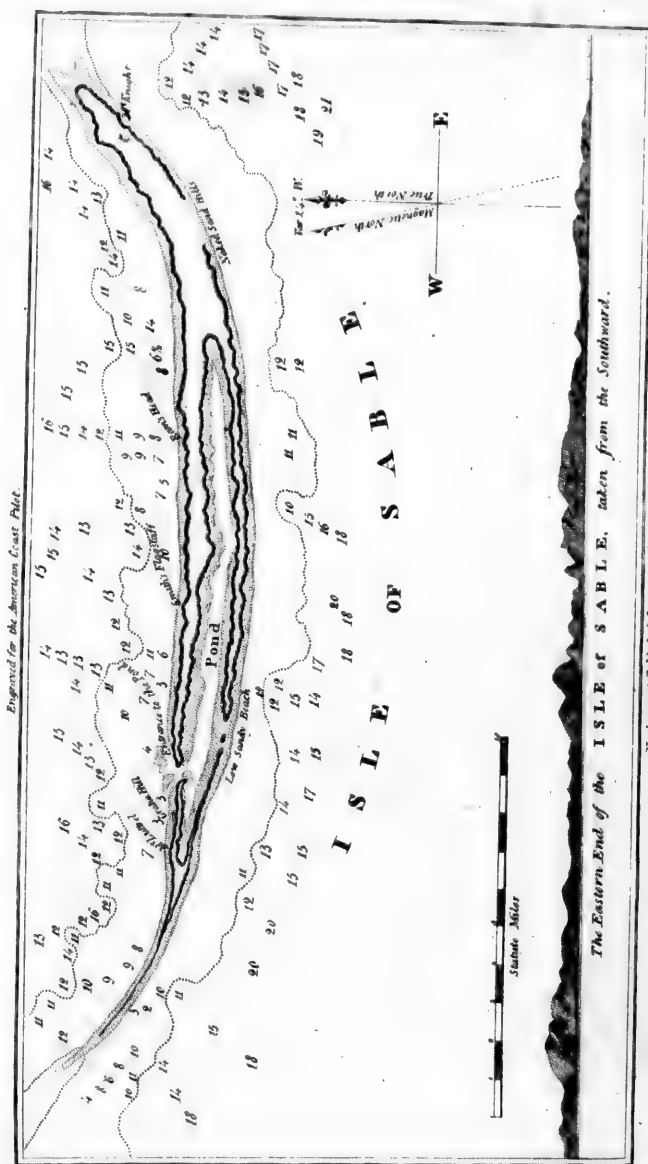
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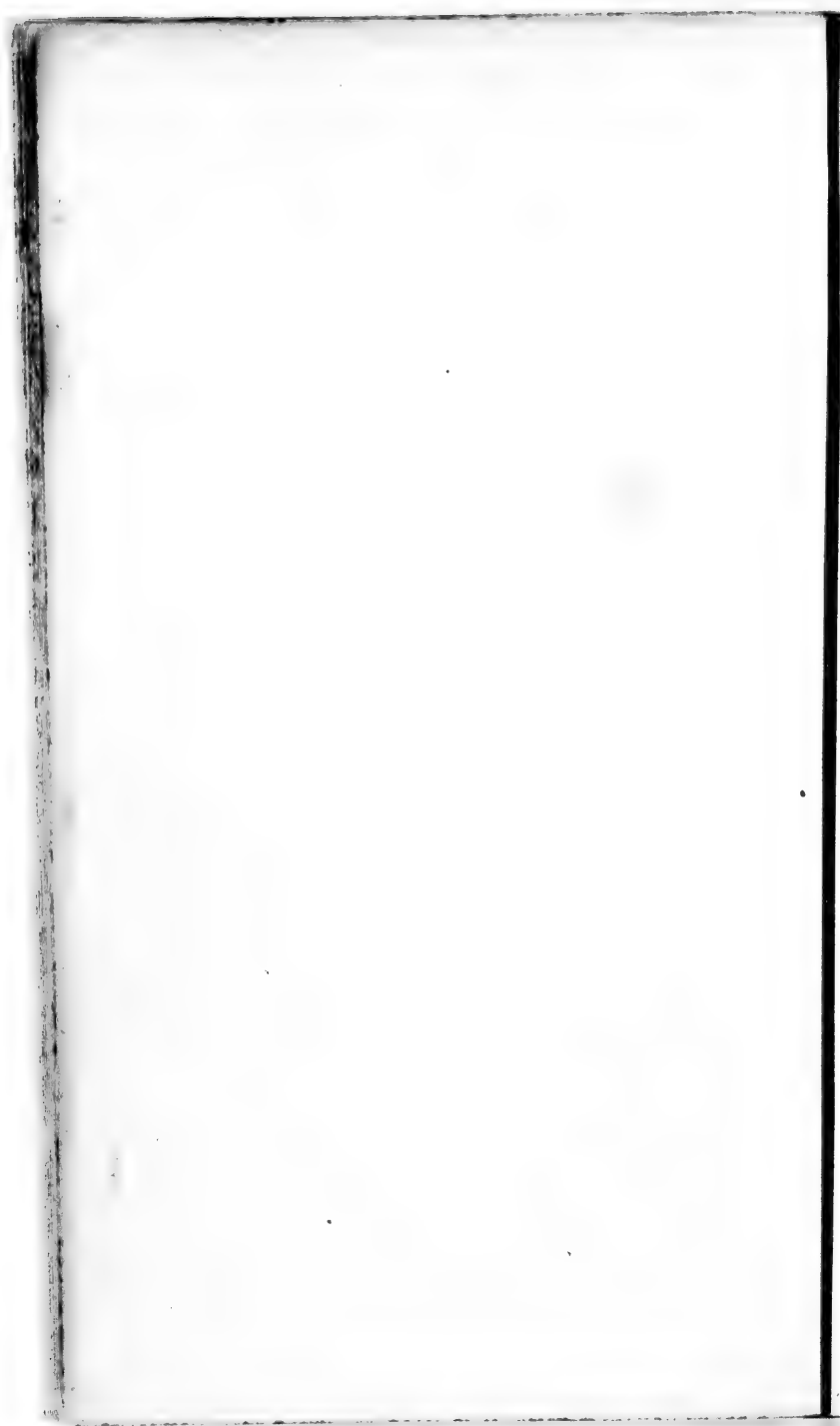
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Prepared for the American Coast Pilot.

Not yet published by Edmund M. Blount 1818



Note.—The western ledges lie from the light S. W. distant two miles, the other W. S. W. about one league; the eastern ledges lie in a range nearly, some above water; the outermost one mile and a half from the light, bearing from it E. N. E.

When the light bears north, distant about two miles, run N. E. four miles; then north will carry you to *Chedabucto Head*, at a proper distance clear of all danger.

When abreast of *Chedabucto Head*, run N. half W. for the south point of *George's Island*.

When within half a mile of *George's Island*, you may enter the harbour west of it in 12 fathoms, or east of it in 15.

In passing between *Sandwich point* and *Meagery's beach*, run rather nearest the point, to shun a *shoal* which runs off S.W. from the beach.

There is also a *shoal* lying one mile south of *Sandwich point*.

Coming from the eastward, run for the light, and you cannot fail seeing *Chedabucto Head* as you open *Hallifax Harbour*, the light being 4 miles distant from the *Head* to the S. W.

FORT AYLSEBURY.

YOU have regular soundings, and deep water as far up as *point Bruce*, where a *rocky shoal* extends near one third of the way across the channel; when you are abreast of it, steer for the small island on the eastern shore, and under a short sail, haul round its west side, giving it but a small birth, to avoid a *rocky flat* running from the western shore, within the distance of 50 fathoms from the isle. You may anchor under the west side of the isle, or further up. There is a passage, at high water, from this to the *Bay of rocks* for boats and small craft only.

Port Head is situated on the northwestern extremity of the island of *cape Breton*, bears by compass north 4 deg. east, distant 20 miles from the north entrance of the *gut of Canso*, and east 8 deg. south 17½ miles from *cape George*. The flood tide sets from the northward at the rate of 1½ mile an hour; and on the days of full and change, it is high water at half past seven; common spring tides rise about five feet. To sail in, keep your course to the eastward, till *point Emerson* is on with the *gut of Canso*; this direction will lead you into no less than 6 fathoms; and close by the end of the *sand flat* which runs from the south-east part of the peninsula:—here are two small remarkable *white beaches* at the bottom of the cliffs; when the southernmost bears W. by S. you may haul round to the anchorage in 4 and 5 fathoms, and muddy bottom, where ships may lie well sheltered from all winds. The water on the flats appears very white, and breaks when the wind blows strong from the southward. There is a passage for small vessels between *point Susannah* and *Henry isle*.

CONWAY HARBOUR.

THIS harbour is sheltered by *Seymour isles*, and has two entrances. Sailing into the westernmost, in order to avoid *Healy ledge*, keep the starboard shore on board; and on your larboard tacks, observe not to borrow nearer than 6 fathoms, which will keep you clear of the tail of the *east reef*, and of a small *sunken rock* about a cable's distance to the N. E. from it. The *twelve-foot shoal* lies 220 fathoms distance from *Park isle*, and E. by S. 900 fathoms distance from *Fish beach*. To sail into the western entrance, come not nearer *Seymour isles* than 6 fathoms, shaping your course to the northward, until you open the *North Stage* mid-channel; then steer for it, and you may anchor in 6, 8 and 10 fathoms, good holding ground.

MILFORD HAVEN.

THE head of the *Bay Chedabucto* is surrounded with *sand flats*, but none extend further from the shore than 200 fathoms, excepting *Stony-isle shoal*, running off south near half a mile, and meets *Toby-head shoal*, which makes a bar of $3\frac{1}{2}$ fathoms across the channel into *Milford Haven*. At the beginning of the flood and ebb, the tide streams with great velocity in the Narrows between *Stony isle* and the western shore. Within the harbour, between *Eliza point* and the beach, there is a bar of $3\frac{1}{2}$ fathoms, above which is deep water for several miles up into the country. *Sabnon river* is fit only for the smallest boats.

WHITE HAVEN.

WHITE-HEAD island is very high, and the rocks that surround it, with those off the entrance of *White Haven*, westward, to *Cape Martingo*, inclusively, are high, and remarkably white also. There are several passages between these rocks; the best is between the *Gulf rock* and the *West breaker*. You may sail close by *Turtle rock*; then shape your course N. W. by N. keeping near *Threecap island*, to avoid a ridge of *sunk rocks* which extend from the eastern shore one third of the way across the channel, and run up to anchor in 10 and 12 fathoms, muddy bottom.

Port Howe is a good snug harbour, but there are several breakers in the entrance. To sail into it, bring the body of *Middle isle* to bear N. $\frac{1}{2}$ E. then steer for it till you are above *Iron-head*, to which on account of some rocks southward of it, you are to give a good birth: and you may anchor under *Middle isle* in 7 and 8 fathoms, good holding ground, or in the north-west branch going up to it; keep nearest the western shore. *Crow harbour*, on the south shore of *Chedabucto bay*, W.N.W. 4 leagues from *Causo*, has deep water, with good bottom, and may afford reception for two or three ships of war. The best channel is on the west side of *Rook isle*, between it and *Corby*, which is a shoal extending eastward about 70 fathoms from 2 small red heads on the western shore. *Isle Rook* is bold to.

Philip inlet is shoal, and lies open to the north winds. A small schooner may lie sheltered within *White point* in *Shallop cove*.

SANDWICH BAY.

THERE are safe and easy passages for the largest ships of war between the rocks, ledges and breakers, about the entrance of this bay, leading up to the several harbours branching out from it. *Country harbour* is navigable a great way up, and affords good anchorage in mud bottom. *Port Hinchinbrook* has also sufficient depth of water for any ship, and good holding ground. *Port Montagu* lies very convenient for carrying on the cod fishery. You may lie very snug within *Island harbour*, in 7 or 8 fathoms, mud bottom; and commodious for going to sea with almost any wind. The south end of *William island* is shoal for a quarter of a mile. A rocky reef extends about half a mile S.S.E. from *Cape Mocodome*. *Pollux* shelves to the N.W. but is bold too on the south and east sides. From *Orpheus ledge* it is shoal above a mile to the S.S. eastward, and a quarter of a mile to the N.N. westward. The *flute*, a *sunken rock*, lies S.E. 5 deg. S. 2 miles from *Cape Mocodome*, and N.E. b. E. one mile and three quarters from *Pollux*, and S.W. b. W. $\frac{1}{2}$ W. $\frac{1}{4}$ miles from *Green island*. The *Fidèle*, another *sunken rock*, lies S.E. near 4 miles from *Cape Mocodome*, and E. $\frac{1}{2}$ S. three miles from *Pollux*. The *Bassouas*, two breakers, lie south above $1\frac{1}{2}$ mile from *Green island*, and E. b. N. $\frac{1}{2}$ N. $5\frac{1}{2}$ miles from *Pollux*.

Port Bickerton is a safe little harbour. The south end of *Richard isle* is shoal for about the distance of a cable's length. *Hummock head* is surrounded with high black rocks—its interior part is barren: a ship may anchor within the head on the eastern shore. In running further up, keep the star-board shore on board to avoid *Murray's ledge*, part of which is dry at low water.

RIVER St. MARY.

At the entrance the soundings are irregular, and the bottom rocky; it is navigable for sloops and schooners by a narrow channel, winding through extensive flats, part of which, at low water, are left dry, leading to the fresh water falls.

HOULTON HARBOUR.

FLINT ISLE is surrounded with shoals and breakers. From *John isle* there are rocky reefs stretching out near one mile south and S.E. You may sail on either side of *Mid rock*, it being steep too. *Clumb rock* is dry at low water in spring tides. The best channel is between it and the bluff head on the east shore.

LISCOMB HARBOUR.

THE rocks and breakers extending from *Cape Amelia*, are observed at a considerable distance, as the sea breaks over them at all times. Coming from the eastward, be careful of a *sunken rock* lying S.W. one mile from *Cape Amelia*. Within the entrance of the harbour there is a *blind rock*, lying three quarters of a cable's length from *Point Pitt*. You may anchor anywhere in this harbour, in 5 or 5½ fathoms, and good holding ground.

PORT STEVENS.

THERE are some ledges and breakers, which lie scattered from the E. to the S.E. within 3 miles of *Cape Philip*. The best channel is between *Taurus* and another shoal extending about half a mile S.E. from *White Point*; to which come no nearer than 5 fathoms, whence you may sail through between *Breynton island* and *Duck isle*, and anchor at pleasure into the harbour.

WHITE ISLANDS HARBOUR.

THE *sunken rocks*, which extend about half a mile S.S.E. from the eastern end of *White islands*, are steep to, and must be avoided by keeping mid-channel between them and *Crane island*. These islands being remarkably high and iron-bound, with white rocks, may be distinguished from the offing,

FLEMING RIVER.

THE channel into this river, being rocky and intricate, is scarcely fit for any but fishing and other small craft.

BEAVER HARBOUR.

THE *Beaver isles* are very remarkable to ships sailing along the coast, particularly *Bald isle*, the westernmost, which is a high and darkish barren rock. A shoal spreads easterly near 200 fathoms from the eastern extremity of

South isle; and about three quarters of a mile N. $\frac{1}{2}$ W. from it, lies *Bonner*, a small *sunken rock*, with 15 fathoms close to it on all sides; and further, in N. 3 deg. E. $1\frac{1}{2}$ mile distance are the *Twins*.

Black Rock, in the fair way going up the harbour, has on its side 13 fathoms, and 16 on its westernmost side: you may anchor in 8 fathoms within *Edward* and *Meadow isles*. The *Red cliff* on the south end of *Edward's isle* makes this harbour remarkable from the offing, being the only one between *Egmont harbour* and *Uncomb*. Sailing into *Mackerel basin*, give birth to the *shoal* which extends northerly above a cable's length off the beach, on the east side of its entrance. The interior part of this beach is so steep to, that a vessel of 100 tons may, at all times of tide, lie afloat with her side touching. There are 3 fathoms, and mud bottom, throughout the basin.

PORT PARKER.

AT the entrance of this port the bottom is uneven and rocky within.—
Bridge cove is good anchorage in 3 and $5\frac{1}{2}$ fathoms, sound bottom.

PORT NORTH.

OFF *Cape Hide* are two *ledges*, linked and surrounded by *sunken rocks*, commonly named *Pegasus Wing*, to which come not nearer than 12 fathoms; the best way into this harbour is on the west side of them, and thence steer for *Rock isle*, which is steep to, and run up through between *Banbury* and *Gulford isles*, where you will have from 9 to 14 fathoms. N. 10 deg. W. 570 fathoms distant from the N. E. end of *Banbury isle*, and E. b. N. 2 deg. N. from *Stony island*, lies a *sunken rock*, on the shoalest part of which there are no more than two feet: when above it, you shape your course north-easterly up the river, and anchor at pleasure in 7, 8 and 9 fathoms, mud bottom.

PORT PALLISSER.

OFF the entrance of this port E. S. E. $7\frac{1}{2}$ deg. S. 500 fathoms distant from the *Hug*, lies a *sunken rock*, with deep water on all sides around it; in sailing thence up the harbour, the soundings are irregular from $4\frac{1}{2}$ to 10 fathoms. The best anchorage is within *Hugh* and *Pallisser islands*, where you have from 6 to 8 fathoms, mud bottom; and the best channel leading to it is between them.

SPRY HARBOUR.

CAPE SOUTHAMPTON is high, rocky and barren; two trees on the top make it very remarkable from the eastward and westward. *Cape Spry* is lower, and likewise barren; and on account of two flat *stony isles* and several *breakers* extending south-westerly, not safe to approach nearer than 7 fathoms. You may sail up the harbour on either side of *Cornish rock*: S. S. E. 2 deg. E. 630 fathoms distant from this rock, and E. N. E. 2 deg. E. from *Cape Spry*, lies a *breaker*, on which are 4 fathoms. *Aries* is a *blind rock*, which shews itself at low water spring tides, and is steep to on all sides; it lies N. N. E. 4 deg. $\frac{1}{2}$ E. 240 fathoms distant from *Point Richard*. From the anchoring-place in 7 and 8 fathoms, mud bottom, you have a passage for small vessels, leading through within the islands into *Deane harbour*.

DEANE HARBOUR.

TO sail into the harbour, keep mid-channel between *Cape Southampton* and the *Caibian ledge*. Above *Urn isle* is good anchorage in 5 and 6 fathoms, stiff blue clay.

SAUNDERS HARBOUR.

EXCEPTING the shoal and a breaker east one mile off *Comptroller's ledge*, this harbour has a fair entrance, and regular soundings all the way up, and good anchorage in still blue clay.

TANGIER HARBOUR.

TO avoid *Catibian ledges*, and the shoal half a mile to S. S. E. keep the shore of *Tangier island* on board; you may anchor any where above *Fisher's Nose* in 4 fathoms, mud bottom.

KNOWLES HARBOUR.

YOU may sail on either side of *Bolt rock*, the N. E. side of which is steep to, but has a shoal extending from its S. W. side about 2 cables' length. From *Hiron island* there is a ledge and a shoal running easterly three quarters of a mile. *Centaur* is a blind rock, off the east point, at the entrance of *Charles river*, which shews itself at a quarter ebb. The bottom is a still blue clay throughout the harbour.

KEPPELL HARBOUR.

OWL HEAD makes this harbour very remarkable from the south-eastward. In the offing the shore appears in white spots from its entrance upwards. The best channel is on the west side of *Hiron island*: there is no danger but what shews itself, excepting *Hervey breakers*, on which are $3\frac{1}{2}$ fathoms, and which break only in bad weather. Sailing up, you shoal your water gradually from 17 to 5 and 4 fathoms, muddy bottom.

EGMONT HARBOUR.

TO sail through the best channel into this harbour, on the east side of *Thorn shoal*, on which there are 11 feet, lying S. E. by S. 300 fathoms from *Point Darby*, shape your course toward *M'Bride point*, which is bold to, observing to keep it open with the north end of *Little Peninsula*; and when the highest part of *Winter rock* bears south, you will be on the east side of *Thorn shoal*; whence sail northwards, until you shut in *Little Peninsula* with *M'Bride's point*, and steer north-westerly for *Black rock*, to avoid the dry sand flats on your starboard hand, within a ship's length of which the water deepens to 5 and 6 fathoms; whence you may run up to anchor at pleasure. In *Watering cove*, or further up, there is good and well-sheltered anchorage, without the harbour, between *Isle James* and *Isle Worth*. *Bank's inlet* leaves, between the extensive dry flats, at its entrance, but a narrow and winding passage for the smallest fishing craft.

CATCH HARBOUR

THAS a bar across its entrance with 9 feet at low water, and it breaks when the wind blows upon the shore; it is frequented by small vessels only.

SAMBRO' HARBOUR.

COMING from the westward, the best passage is between *Cape Palliser* and the *Bull rock*, from the eastward, you may run up between *Sambro island* and *Inner ledge*. The anchoring ground is within the *Iale-of-man*, in 3 fathoms, mud bottom. The gut leading to *Loudy basin* has from 2 to 3 fathoms, and is very narrow.

BRISTOL BAY.

ON the days of full and new moon it flows till three quarters past seven o'clock, and the common spring tides rise eight feet. To run up to anchor in *Skuldum harbour*, when coming from the westward, bring *Point Mackworth* to bear north, and pass between *White rocks* and the rocks which lie off *Point Mackworth*. There is a good channel also between *Cape Pallisser* and *Hervey isle*, with good anchoring ground in 7 and 8 fathoms.

PROSPECT HARBOUR.

THE soundings on the entrance of the harbour are irregular. About two cables' length east of *Dorman rock* is a *breaker*, with 3 fathoms on it. There is good anchorage above *Pyramid isle* for the largest ships, and within *Betty's isles* for small vessels, in $4\frac{1}{2}$ fathoms, stiff blue clay.

PORT DURHAM

HAS sufficient depth of water, but the entrances into it are very narrow. Sailing in through the east passage, which is the best, give birth to the ledge extending E. S. E. half a mile from *Inchkeith island*.

LEITH HARBOUR.

FROM *Inchkeith island* E. S. E. about $1\frac{1}{2}$ mile lies the *Hog*, a *sunken rock*, on which there are but 6 feet; it may easily be perceived by a rippling of the tide in fair weather, or by a swell and breaking of the sea when the wind blows on the shore; there are good channels on both sides of it. The channel on the west side of the *Hog* is more difficult, on account of the ledge extending E. S. E. about half a mile from the eastern extremity of *Inchkeith island*.

CHARLOTTE BAY.

In this bay are several harbours fit to receive his Majesty's ships of any rate. The high lands at *Haspotaguen*, on the west, between it and *King's bay*, are very remarkable at a considerable distance in the offing. The shores on the entrance are high white rocks, and steep to: on the west side coming in, you perceive the *Dog*, a ledge, almost covered and surrounded with breakers, which lies S. b. E. 3 deg. E. near $1\frac{1}{2}$ mile distant from the south end of *Holderness island*, and bears W. 3 deg. S. from the southernmost point of *Inchkeith island*. You have good channels on both sides of the small island which shelters the south-west harbour. In *Fitzroy river* ships may lie land-locked in 5 or 6 fathoms: sailing into it lies *Black ledge*, with deep water close to it, and lying S. W. $\frac{1}{2}$ S. 300 fathoms distant from *Warren-head*, appears at all times of tide. Vessels may ride half a mile below the falls of *Eppingham rivers*. In *Delaware river* the largest ships may lie in the greatest safety. *Conway cove* has also a sufficient depth of water for any ships, and sheltered from all winds. Sailing into it, keep nearest the starboard point of the entrance. Within *Hertford bason* you have from 8 to 10 fathoms throughout. *Mecklenburg isle* affords a commodious shelter; and further up, any where within *Stralitz isles*, you may anchor very secure.

NECKLENBURG BAY.

THIS bay is full of the finest harbours; and there are deep passages with-

In almost every island in it, with convenient anchorage for all kinds of shipping.

To sail from the southward into *Prince harbour*, when you are as high up as *Royal George island*, steer for *Robinson's rock*, which is always above water, until the north point of *Louisa island* opens with the north end of *William Henry island*, whence you may shape your course to any part of the harbour, and anchor at pleasure in 4, 6, or 9 fathoms, good holding ground.

There are several good channels leading into the *Royal arm*; about the middle part of it, S. W. $\frac{1}{2}$ S. 300 fathoms distant from the south end of *Jervis isle*, and E. $\frac{1}{2}$ S. distant 600 fathoms from the south point of *Barrington island*, lies a ledge, dry at low water.

The navigation into *Cumberland arm*, *Chester*, and the other harbours in this bay, is so easy and safe, that the sole inspection of the draft will give every information necessary on the subject.

LUENBURGH.

THERE are good passages into *Luenburgh* on either side of *Prince of Wales' island*: sailing in on the east side, keep mid-channel, in order to avoid the shoals which extend from the north part of the island, and from *Colesworth point*. Sailing in through the best channel, on the west side of the island, incline towards the *Ovens*; then shape your course N. N. W. b. W. over towards *Battery cliff*, in order to avoid the *Cat*, which lies N. b. E. one mile distant from the *Ovens*, and on which are but 8 feet: and keeping the fort well open with *Moreau point*, you may safely run up to anchor in 3 fathoms, and good holding ground.

KING'S BAY.

THIS bay is parted from *Charlotte's bay* by a neck of land about 3 miles over, whereon the high lands of *Haspotagoen* stand, whose appearance, in three regular swellings, render it very remarkable at a great distance in the offing. Between the islands are good channels, leading up into several fine harbours within the bay. The outer breaker lies N. N. E. one mile and two thirds distant from the south-east end of *Duck island*, and W. 7 deg. S. $3\frac{1}{2}$ miles distant from the S. W. point of *Green island*. From this, about 3 miles northward, lies the *Bull* (a blind rock, visible at three quarters ebb) bearing W. S. W. 1200 fathoms distant from the S. W. end of *Flat island*, and S. S. E. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles distant from the west point of *Royal George island*. And further up, W. b. N. 8 deg. N. 400 fathoms distant from *West point*, lies *Rocky shoal*, within which and *Royal George island* is deep water. The *Coachman* is a blind ledge within *Mecklenburg bay*, visible at low water only. The east ends of *Royal George's* and *Flat islands* in one, will lead you clear on the east side of it. The west end of *Iron-bound island* open with the west point of the *Little Tancook island*, will clear you on its south side; and *Governor's island* on with *West point*, carries you safe on its north side.

GAMBIER HARBOUR.

ON both sides of *Portsmouth rocks*, which are always above water, you have deep channels, and of a sufficient width for ships to turn into the harbour; with a leading wind you may steer up N. W. until you bring *Saddle island* to bear S. W. b. S. and haul up S. W. to the anchoring-ground. Small vessels may pass on the west side of *Matoun island*, between the *Bull* and the western shore.

PORT MANSFIELD.

GREEN ISLAND, without the entrance of this port, is remarkable from the westward, having no trees on it. The channel leading to the anchoring-ground, in 3 fathoms, is not more than 60 fathoms wide, between *Bridge's rock* and *Stony beach*, above which are *flats*; with narrow-winding channels through the mud.

PORT MILLS.

THE entrance of *Port Mills* has a very rugged appearance; several *ledges* and *breakers* lying scattered before it. Coming from the eastward, when you have passed *Thomas' island*, which has high rocky cliffs on the east side, and *sunken rocks*, extending in a S. W. direction near one mile from its southern point, keep a good look out for the *Tiger*, a *breaker*, lying south, half a mile from *Rug point*, which you will leave without you, and haul up N. W. b. N. sloping your course along *Muffat island*, to avoid the *shoal* stretching midway over from the eastern shore. You are in the best of the channel when *Cutter isle* is just open with *Muffat island*: on these marks you may run up to the *North arm* to anchor. Small vessels may be well sheltered within *Cobb basin*. Coming from the southward; or from the westward, you have deep water on either side of *Gull rocks*, or between the *Bear* and the *Tiger*.

PORT CAMPBELL.

CAPE ROSEWAY is a high cliff of white *rocks*, the top of which is partly without wood. The west side of *Roseneath island* is low. South $\frac{1}{2}$ miles distant from the *Cape*, lies the *Jig*, a rocky reef, with no more than 6 feet between which and the island you have 4 and 5 fathoms. The *Bell*, a rock always visible, and bold to, lies S. E. 3 deg. S. 1100 fathoms distant from *Sandridge point*, and N. E. b. E. above 2 miles from *Cape Roseway*, in the fair-way from the eastward into the harbour. The channel is clear within a cable's length of both shores, up to the anchoring-ground; in good water, and mud bottom. *Sandy flat*, on the east shore, at the *Narrows*, has 5 fathoms close to; between *Roseneath island* and the western shore it is quite shoal.

PORT AMHURST.

CAPE NEGRO ISLAND, which divides the entrance into two passages, is very low about the middle, and appears like two islands, the *Cape* itself remarkably high, rocky and barren. Coming from the westward, in hauling round *Point Jeffrey*, to avoid the *ledges* blind *rocks* and *shoals* extending easterly from the western shore, shape your course N. N. E. towards the *Cape*, giving the *Savage rocks* a birth of 3 cable's length, until you open *Davies isle*, which is the westernmost and largest at the head of the harbour, a sail's breadth with *Point William*, and run up in that direction, observing to keep clear of a *sunken rock*, which lies E. S. E. from *Point William*, about 560 fathoms from the shore. *Fishery beach* is bold to. To sail up through the east passage, keep *Gray rocks* on board, and steer up N. W. for *Point John*, until you can see across the isthmus in the middle of *Cape Negro Island*, and have passed the *Budget*, a blind *rock*, which lies in a direction between the *Whale's back* and the *Gray rocks*, on both sides of which there is deep water; whence haul over to the westward, keeping the shore of the island, or the shoals, which extend half the distance over from *Point John* to the island. When you have opened the small islands at the head of the bay, shape your course N. N. W. to the anchoring ground.

PORT HALDIMAND.

TO sail into it, coming from the westward, continue your course easterly until you have *Brehm isle* a ship's length open to the eastward of *North rocks*; thence you may steer northerly for *Isle George*; and when you come up within the distance of two cables from its south end, incline to the westward in a direction with the western extremity of *Pond Beach*, until you open *Prospect House* on the north side of the northernmost *Mohawk Lodge*, and then haul into anchor in 3 fathoms, mud bottom.

About midway between *Baccaro Point* and the *South ledges*, lies the *Folly*, a *sunken rock*, within which and the western shore is a channel of no less than 6 fathoms.

Vultur, a dangerous breaker, lies S. W. b. W. near two miles from *Baccaro Point*. *Brazill* is a *sunken rock*, with 10 feet at low water; it lies E. b. S. $\frac{1}{2}$ S. 3 leagues from *Cape Sable*, and S. S. W. $\frac{3}{4}$ leagues from *Cape Negro*.

ST. MARY'S BAY.

FROM *Cape St. Mary* upwards into the bay, the south shore is low, and runs out in sandy flats for near three quarters of a mile. The north shore is surrounded by high steep cliffs, with deep water close under them. Mid-channel, and about two thirds up the bay, lies a rocky bank, with 4 and $4\frac{1}{2}$ fathoms; and on each side of which are channels of 12 and 15 fathoms, mud bottom. The entrance of the *River Sissibou* is shoal, and within has a narrow channel of 2 fathoms. Opposite to *Sissibou* lies *Sandy Cove*, where vessels, when it blows hard, may ground on soft mud, and be sheltered from all winds.

Petit Passage is 280 fathoms wide on its narrowest part, and has from 20 to 30 fathoms; its shores are bold too. On the west side, near the northern entrance, lies *Eddy cove*, convenient for vessels to anchor out of the stream of the tides, which run so very swift, that without a fresh gale of a leading wind, no ship can stem it. W. N. W. $\frac{1}{2}$ N. $3\frac{1}{2}$ miles distant from the N. W. point of the northern entrance of *Grand passage*, lies the north-west ledge. Coming in from the southward, the widest and deepest channel is on the west side of *Belly's island*. To avoid the nine feet shoal (north, distant 300 fathoms of it) haul close around the island, or give it a birth of 4 cables' length ere you bear up for the anchoring ground off the houses on the western shore. The *Black rock* is $1\frac{1}{2}$ mile distant S. S. W. $\frac{1}{2}$ from the S. E. end of *Byger island*; and near 2 miles further on the same direction, is a shoal with 3 fathoms, between which and the rock are 16 fathoms. *Trinity ledge* lies S. W. $\frac{1}{2}$ S. distant 6 miles from the southernmost point of *cape St. Mary's*. When the tide is out, three stones appear above water; it is near one quarter of a mile in length, and as much in breadth; and it tails off half a mile to the westward, deepening the soundings gradually.

ANNAPOLIS ROYAL.

THE shore on both sides the Gut of Annapolis is iron-bound for several leagues. From the south-west end of *Long island*, a range of hills rise gradually to a considerable height to the entrance of the gut, where it terminates by a steep fall. Here you have from 25 to 30 and 40 fathoms, which, as you draw into the bason, shoal quick to 10, 8, and 6 fathoms, mud bottom. The ebb and flood stream through at the rate of 5 knots, and cause several whirlpools and eddies. The truest tide is on the eastern shore, which is so bold too, that a ship might rub her bowsprit against the cliffs, and be in 10 fathoms. *Point Prim* runs off shoal about 30 fathoms. Ships may anchor on the east side of the bason, or run up towards *Goat island*; observing, when within the distance of half a mile from it, to stretch two thirds of the way over

the larboard shore, until you clear the island, which is shoal all round, and thence to keep mid-channel up to the town.

Sailing Directions for Sable Island, the Coast of Nova Scotia and Bay of Fundy.

ON the days of the new and full moon, it is high water along the south shore of the island at half an hour after eight o'clock; and it flows till half an hour past ten o'clock on the north side, and till near eleven o'clock in the pond: common spring tides rise 7 feet perpendicular, and neap tides four. The flood sets in from the S. S. W. at the rate of half a mile an hour; but it alters its course, and increases its velocity near the ends of the island; at half flood it streams north, and south at half ebb, with great swiftness across the north-east and north-west bars, therefore dangerous to approach without a commanding breeze. The north-east bar runs out E. N. E. about 4 leagues from the eastern extremity of the island, all which is very shoal, having in few places more than 2, 3, or 4 fathoms; whence it continues east and E. by S. deepning gradually to 12, 15, and 18 fathoms at the distance of 8 or 10 leagues, and shapes to the south and south-east, sloping gently to 60 and 70 fathoms. To the northward and eastward it is very steep; and in a run of 3 miles, the water will deepen to 130 fathoms. Abreast the body of the isle the soundings are more gradual. The shoal ground of the north-west bar shapes to the westward, and deepens gradually to 70 fathoms, at the distance of 20 or 25 leagues from the isle, and winds easterly and southerly until it meets the soundings of the north-east bar. The quality of the bottom in general, is very fine sand, with a few small transparent stones; to the northward, and close to the north-east bar, the sand is mixed with many black specks; but near the north-west bar, the sand has a greenish colour. The north-east bar breaks in bad weather, at a distance of 8 and 10 leagues from the island; but in moderate weather, a ship may cross it, at five leagues distance, with great safety, in no less than 8 and 9 fathoms; and if the weather is clear, the island may be seen thence very distinctly from a boat. The north-west bar breaks in bad weather, at 7, and sometimes at 8 miles from the island; but when the sea is smooth, ships may cross it, within the distance of 4 miles, in 7 fathoms.

Along the north and the south sides of the island are many *spits* of sand, extending nearly parallel, and within a mile from the shore. Vessels may anchor on the north side of the island, between these spits, and not be liable to be drove off by southerly winds. On the south side it is boldest off the body of the island, having 10 and 12 fathoms within a mile from the shore; but towards the bar it is more shoal, and dangerous to approach, for the currents, which are uncertain, are in a great degree influenced by the winds which have preceded. The surf beats continually on the shore, and in calm weather is heard several leagues off. Landing on this island with boats is practicable, on the north side, after a continuance of good weather only. The whole island is composed of fine white sand, much courser than any of the soundings about it, and intermixed with small transparent stones; its face is very broken, and hove up in little hills, knobs, and cliffs wildly heaped together, within which are hollows and ponds of fresh water, the skirts of which abound with cranberries the whole year, and with blue berries, junipers, &c. in their season, as also with ducks, snipes, and other birds. This sandy island affords a great plenty of beach-grass, wild pease, and other herbage, for the support of horses, cows, hogs, &c. which are running wild upon it. It grows no trees; but abundance of wreck and drift wood may be picked up from along the

shore for fuel. Strong northerly winds shift the spit of sand, and often even choke up the entrance of the pond, which usually opens again at the next southern blast. In this pond are prodigious numbers of seals, and some flat fish, eels, &c.; and on the south-west side lies a bed of remarkably large muscles and clams. The south shore is, between the cliffs, so low, that the sea breaks quite over in many places when the wind blows on the island. The *Ram's-head* is the highest hill on this island; it has a steep cliff on the north-west, and gently falls to the south-east. The naked *sand hills* are 146 feet of perpendicular height above the level of high water mark, and always appear very white. *Mount Knight* is in the shape of a pyramid, situated in a hollow between two steep cliffs. *Mount Luttrell*, is a remarkable *hammock* on the top of a large swelling in the land. *Gratia hill* is a *knob* at the top of a cliff, the height of which is 126 feet perpendicular above high water mark. The *Vale of Misery* is also remarkable, as is *Smith's Flag-staff*, a large hill, with a regular ascent every way. From the *offing*, the south side of the island appears like a long ridge of sandy cliffs, lessening towards the west end, which is very low.

The *Nova Scotia Banks* extend nearly 70 leagues, in a westerly direction, from the *Isle of Sable*; they are from 20 to 25 leagues wide; and their inner edges are from 14 to 18 leagues off shore; they are intersected by narrow *winding channels* (the bottom of which is mud) running north-west and south-east. Between these banks and the shore, are several small *inner banks*, with deep water and muddy bottom. The water deepens gradually from the *Isle of Sable*, to the distance of 22 leagues, in 50 fathoms, fine gravel; thence proceeding westward, the gravel becomes courser; at the distance of 23 leagues, and south from *Prospect harbour*, you have from 30 to 35 fathoms, large stones; and continuing westward to the western extremity of the banks, the soundings are rocky and shoal to 18 and 15 fathoms, *cape Sable* bearing N. by W. distance 15 leagues.

The southwest extremity of *Bank Quero* lies 26 miles E. N. E. $\frac{1}{2}$ N. from the east end of the *Isle of Sable*. This bank extends E. by N. 35 leagues in width; its shoalest part is about 5 leagues from its eastern extremity, in 16 and 18 fathoms, slimy sand and clams: from whence it deepens regularly every way to 60 and 70 fathoms towards the edges of the bank. This bank is steep too: and from its soundings, on the north side, you will fall immediately in 90 or 100 fathoms, black mud, and in 120 fathoms on the south side. [See the PLATE.]

REMARKS.

The eastern extremity of *Great Breton Island* (which ships, sailing from Europe to Nova Scotia, in general choose to make) appears on the sea shore, and some way back into the country, barren and rocky; and the tops of the hills being so much alike, have nothing remarkable. The *light house* and town of *Louisburgh*, on making that part of the island, are immediately seen. The coast to the westward continues rocky on the shore, with a few banks of red earth, and appears less barren.

Cape Blancherotte is a remarkable cliff of whiteish earth, lying just on the east of the isle of *Saint Esprit* (which is a small woody island, two miles distant from the shore, with a *breaker* one mile and a half without it) from whence the land is low to the *Richmond Isles*, on which appear several small banks of bright red earth, and *beachers* between them. *Albion cliff* is rocky, and remarkable high and steep.

In sailing through the *gut of Canso*, ships pass between it and the *isles of Canso*, which are surrounded with many low white rocks, and *breakers* extending from them. The south shore of the bay of *Chedabucto* is iron bound and

steep too; and the north shore mostly *red cliffs* and *beaches*. From the southern entrance northwards through the gut, the west shore is high, rocky, and steep; and the east shore is low, with *beaches* to the north end of the gut; whence to *port Rood*, there are high, rocky, *red cliffs*: and on the western shore of *George's bay*, between the gut and *cape George*, are several very remarkable *cliffs of plaster*, which appear extremely white. *Cape George* is iron bound and very high, its top being 420 feet above the level of the sea; about half way between it and *port Luttrill* lies the *barn* (a remarkable high large rock) from the resemblance to which, it takes its name: and from the *barn* to *port Luttrell*, *Piton harbour*, *Tatmegoushe*, *Ramsbeg*, *Linzee river* and *bay Vette*, and as far as *port Chediack* and *Cocaigne*, the shore is bound with *red cliffs* and *beaches* under them. The inland country between *Frederick's bay* and the *bason of Cobequid*, appears remarkably high to vessels in the offing.

From *Canso*, westward, to *Torbay*, the shore makes in several white *rocky heads* and *points*; here the country is much broken; and near *White-head* many white *stones* appear from the offing, like sheep in the woods; thence to *Liscomb harbour* there are banks of red earth and *beaches*, and from *Liscomb harbour* to the *rugged islands* (excepting the *white islands*, which are white rocks) the capes and outer islands are bound with black slaty rocks, generally running out in *spits* from east to west; and from the *rugged islands* to the *Devil's island*, at the entrance of the harbour of *Halifax*, you have several remarkably steep *red cliffs* linked with *beaches*.

From *Halifax*, westward, to *Charlotte bay*, the country from the offing is very rocky and broken; the shore is steep too, and bound with white, rocky *cliffs*. The high lands of *Uaspotagen*, on the east side of *Mecklenburgh bay*, are very remarkable; from whence, proceeding westward, the rocks which surround the shore are black, with some *banks* of red earth. Between *Cape Le Hoc* (which is a remarkable *promontory*, bald on the top, with a red bank under it, facing the southwestward) and *Port-Jackson*, there are some hummocks within land, about which the country appears low and level from the sea; and on the shore white rocks and stony *beaches*, with several low bald points, from whence to *Port Campbell* the land is woody. About the entrance of *Port Haldimand*, and within land, are several barren spots, which, from the offing, are easily discerned; from whence to *Cape Sable* the land appears level and low; and on the shore are some cliffs of exceeding white sand, particularly in the entrance of *Port Haldimand*, and on *Cape Sable* where they are very observable from sea.

From *Cape Sable*, sailing up the *Bay of Fundy*, you pass the *Seal Isles* and *Tusket Bank Isles*; the latter of which are small green isles, with red banks of earth; the shore between this and *Cape St. Mary* is surrounded with banks of red earth, and the country within appears even and well clothed with wood.

The coast from the south part of *Long Island* to the *Gut of Annapolis* is nearly straight; the shore is bound with high rocky cliffs, above which is a range of hills, which rise to a considerable height; their tops appear smooth and unbroken, excepting near the *Grand Passage*, *Petit Passage*, *Sandy Cove*, and *Captain's Hole*, where those hills sink in a valley. From the *Gut of Annapolis* up the bay to *Cape Split*, the coast continues straight, and nearly in the same direction, with a few rocky cliffs near the *Gut*, and many banks of red earth under high lands, which appear very even. In the *Gut* leading into the *bason of mines* from *Cape Split* to *Cape Blow-me-down*, and from *Cape Dorc*, on the north side, to *Partridge Island*, the land rises almost perpendicular from the shore to a very great height. Between *Cape Blow-me-down* and *Partridge Island*, there is a great depth of water, and the stream of the current, even at the times of neap tides, does not run less than five or six knots,

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Cape Dore and *Cape Chignecto* are high lands, with very steep cliffs of rocks and red earth, and deep water close under them: you have nearly the same kind of shore to the head of *Chignecto Bay*, where very extensive flats of mud and quicksands are left dry at low water. The tides come in a boar, and rush in with great rapidity; they are known to flow at the Equinoxes from 60 to 70 feet perpendicular.

The *Isle Haute* is remarkable for the great height and steepness of the rocky cliffs, which seem to over hang on its west side.

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Directions for navigating on part of the South Coast of Newfoundland.

[N. B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass.]

CAPE *Chapeaurouge*, or the mountain of the *Red Hat*, is situated on the west side of *Placentia bay*, in the latitude of $46^{\circ} 53'$ North, and lies nearly west 17 or 18 leagues from *Cape St. Maries*; it is the highest and most remarkable land on that part of the coast, appearing above the rest somewhat like the crown of a hat, and may be seen in clear weather 12 leagues.

Close to the eastward of *Cape Chapeaurouge* are the harbours of *Great* and *Little St. Laurence*. To sail into *Great St. Laurence*, which is the westernmost, there is no danger but what lies very near the shore; taking care with westerly, and particularly S. W. winds, not to come too near the *Hat Mountain*, to avoid the flerrys and eddy winds under the high land. The course in is first N. W. till you open the upper part of the harbour, then N. N. W. $\frac{1}{4}$ W.; the best place for great ships to anchor, and the best ground is before a cove on the east side of the harbour in 13 fathoms water, a little above *Blue-Beach Point*, which is the first point on the west side; here you lie only two points open: You may anchor any where between this point and the point of *Low Beach*, on the same side near the head of the harbour, observing that close to the west shore, the ground is not so good as on the other side. Fishing vessels lay at the head of the harbour above the beach, sheltered from all winds.

To sail into *Little St. Laurence*, you must keep the west shore on board, in order to avoid a sunken rock which lies a little without the point of the *Peninsula*, which stretches off from the east side of the harbour: You anchor above this *Peninsula*, (which covers you from the sea winds) in 3 and 4 fathoms water, a fine sandy bottom. In these harbours are good fishing conveniences, and plenty of wood and water. Ships may anchor without the *Peninsula* in 12 fathoms good ground, but open to the S. S. E. winds.

Sauker-Head lies 3 miles to the eastward of *Cape Chapeaurouge*; it is a pretty high round point, off which lie some sunken rocks, about a cable's length from the shore.

Garden bank, whereon is from 7 to 17 fathoms water, lies about half a mile off from *Little St. Laurence*, with *Blue Beach Point* on with the east point of *Great St. Laurence*.

Ferryland-Head lies S. W. 1 mile from *Cape Chapeaurouge*; it is a high rocky island, just separated from the main: It and *Cape Chapeaurouge* are sufficient marks to know the harbours of *St. Laurence*.

West 5 miles from *Ferryland-Head*, lies the bay of *Laun*, in the bottom of which are two small inlets, called *Great* and *Little Laun*. *Little Laun*, which is the easternmost, lies open to the S. W. winds, which generally prevail upon this coast; and therefore no place to anchor in. *Great Laun* lies in about N. by E. 2 miles, is near half a mile wide, whereon is from 14 to 5 fathoms water.

To sail into it, you must be careful to avoid a sunken rock, which lies about a quarter of a mile off from the east point. The best place to anchor is on the east side, about half a mile from the head, in 6 and 5 fathoms; the bottom is pretty good, and you are sheltered from all winds, except S. and S. by W, which blow right in, and cause a great swell. At the head of this place is a bar harbour, into which boats can go at half tide; and conveniences for a fishery, and plenty of wood and water.

Off the west point of *Laun Bay* lie the islands of the same name, not far from the shore; the westernmost and outermost of which lie W. southerly 10 miles from *Ferryland-Head*; near a quarter of a mile to the southward of this island is a rock whereon the sea breaks in very bad weather: There are other sunken rocks about these islands, but they are no ways dangerous, being very near the shore.

Taylor's Bay, which lies open to the sea, is 3 miles to the westward of *Laun Islands*; off the east point are some sunken rocks, near a quarter of a mile from the shore.

A little to the westward of *Taylor's Bay*, there stretches out a low point of land, called *Point Aux Gaul*; off which lies a rock above water, half a mile from the shore, called *Gaul Shag Rock*; this rock lies W. $\frac{3}{4}$ S. 5 leagues from *Ferryland-Head*; you have 14 fathoms close to the off side of it, but between it and the point are some sunken rocks.

From *Point Aux Gaul Shag Rock*, to the Islands of *Lamelin*, is W. $\frac{3}{4}$ N. 1 league; between them is the Bay of *Lamelin*, wherein is very shallow water, and several small islands and rocks, both above and under water, and in the bottom of it is a salmon river.

The two Islands of *Lamelin* (which are but low) lie off the west point of the bay of the same name, and lie W. $\frac{3}{4}$ S. 6 leagues from the mountain of the *Red Hat*; but in steering along shore making a W. by S. course good, will carry you clear of all danger. Small vessels may anchor in the road between these islands in 4 and 5 fathoms, tolerably well sheltered from the weather: Nearly in the middle of the passage, going in between the two islands, is a sunken rock, which you avoid by keeping nearer to one side than the other; the most room is on the east side. The easternmost island communicates with the main at low water, by a narrow beach, over which boats can go at high water, into the N.W. arm of *Lamelin Bay*, where they lie in safety. Here are conveniences for a fishery, but little or no wood of any sort. Near to the south point of the westernmost island is a rock pretty high above water, called *Lamelin Shag Rock*; in going into the road between the islands, you leave this rock on your larboard side.

Lamelin Ledges lie along the shore, between *Lamelin Islands* and *Point May*, which is 3 leagues, and are very dangerous, some of them being 3 miles from the land. To avoid these ledges in the day time, you must not bring the islands of *Lamelin* to the southward of east, until *Point May*, or the western extremity of the land bear N. by E. from you; you may then steer to the northward with safety, between *Point May* and *Green Island*. In the night, or foggy weather, you ought to be very careful not to approach these ledges within 30 fathoms water, lest you get entangled amongst them. Between them and the main are various soundings, from 16 to 5 fathoms.

All the land about *Cape Chapeaurouge* and *Laun*, is high and hilly close to the sea; from *Laun Islands* to *Lamelin* it is of a moderate height; from *Lamelin* to *Point May*, the land near the shore is very low, with sandy beaches, but a little way inland are mountains.

The island of *St. Peter's* lies in the latitude $46^{\circ} 46'$ north, W. by S. near 12 leagues from *Cape Chapeaurouge*, and W. by S. $\frac{1}{4}$ S. 5 leagues from the islands of *Lamelin*; it is about 3 leagues in circuit, and pretty high, with a

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raggy, broken, uneven surface. Coming from the westward, as soon as you raise *Gallantry-Head*, which is the south point of the island, it will make in a round hummock, like a small island, and appears as if separated from *St. Peter's*. On the east side of the island, a little to the N. E. of *Gallantry-Head* lie three small islands, the innermost of which is the largest, called *Dog Island*; within this island is the road and harbour of *St. Peter's*; the harbour is but small, and hath in it from 12 to 20 feet water; but there is a bar across the entrance, whereon there is but 6 feet at low water, and 12 or 14 feet at high water. The road which lies on the N. W. side of *Dog Island* will admit ships of any burthen, but it is only fit for the summer season being open to the N. E. winds; you may lie in 8, 10, or 12 fathoms, and for the most part is a hard rocky bottom; there is very little clear ground; ships of war commonly bury their cables; the best ground is near the north shore. Going in or out, you must not range too near the east side of *Bour Island*, which is the easternmost of the three islands above-mentioned, for fear of some sunken rocks which lie east about 1 mile from it, and which is the only danger about *St. Peter's*, but what lies very near the shore.

The island of *Columbo* is a small circuit, but pretty high, and lies very near the N. E. point of *St. Peter's*; between them is a very good passage, $\frac{1}{2}$ of a mile wide, wherein is 12 fathoms water. On the north side of the island is a rock pretty high above water called *Little Columbo*; and about a quarter of a mile N. E. from this rock is a sunken rock, whereon is 2 fathoms water.

The island of *Langley*, which lies on the N. W. side of *St. Peter's*, is about 9 leagues in circuit, of a moderate and pretty equal height, except the north end, which is a low point, with sand hills along it; it is flat a little way off the low land on both sides of it; but all the high part of the island is very bold too, and the passage between it and *St. Peter's* (which is 1 league broad) is clear of danger. You may anchor on the N. E. side of the island, a little to the southward of the *Sand Hills*, in 5 and 6 fathoms, a fine sandy bottom, sheltered from the southerly, S. W. and N. W. winds.

From the north point of *Langley*, to the south point of the island of *Miquelon* is about 1 mile; it is said that a few years since they joined together at this place by a neck of sand, which the sea has washed away and made a channel, wherein is 2 fathoms water. The island of *Miquelon* is 4 leagues in length from north to south, but of an unequal breadth; the middle of the island is high land, called the high land of *Dunn*; but down by the shore it is low, except *Cape Miquelon*, which is a lofty promontory at the northern extremity of the island.

On the S. E. side of the island, to the southward of the high land, is a pretty large bar harbour, called *Dunn Harbour*, which will admit fishing-shallops at half flood, but can never be of any utility for a fishery.

Miquelon Rock stretches off from the east point of the island, under the high land 1 mile and a quarter to the eastward, some are above and some under water; the outermost of these rocks are above water, and you have 12 fathoms close to them, and 18 and 20 fathoms 1 mile off. N. E. $\frac{1}{2}$ N. 4 or 5 miles from these rocks lies *Miquelon Bank*, whereon is 6 fathoms water.

The road of *Miquelon* (which is large and spacious) lies at the north end, and on the east side of the island, between *Cape Miquelon* and a very remarkable round mountain near the shore, called *Chapeaux*: Off the south point of the road are some sunken rocks, about a quarter of a mile from the shore, but every where else it is clear of danger. The best anchorage is near the bottom of the road in 6 and 7 fathoms, fine sandy bottom; you lie open to the easterly winds, which seldom blow in the summer.

Cape *Miquelon*, or the northern extremity of the island is high bluff land; and when you are 4 or 5 leagues to the eastward or westward of it, you would take it for an island, by reason the land at the bottom of the road is very low.

The *Scal Rocks* are two rocks above water, lying 1 league and a half off from the middle of the west side of the island *Miquelon*; the passage between them and the island is very safe, and you have 14 or 15 fathoms within a cable's length all round them.

Green Island, which is about three quarters of a mile in circuit, and low, lies N. E. 5 miles from *St. Peter's*, and nearly in the middle of the channel, between it and *Point May* on *Newfoundland*: on the south side of this island are some rocks both above and under water, extending themselves 1 mile and a quarter to the S. W.

DESCRIPTION OF FORTUNE BAY.

Fortune Bay is very large; the entrance is formed by *Point May* and *Pass Island*, which are 12 leagues N. by E. and S. by W. from each other, and it is about 23 leagues deep, wherein are a great many bays, harbours and islands.

The island of *Brunet* is situated nearly in the middle of the entrance into *Fortune Bay*; it is about 5 leagues in circuit, and of a tolerable height; the east end appears, at some points of view, like islands, by reason it is very low and narrow in two places. On the N. E. side of the island is a bay, wherein is tolerable good anchorage for ships in 14 and 16 fathoms, sheltered from southerly and westerly winds; you must not run too far in for fear of some sunken rocks in the bottom of it, a quarter of a mile from the shore; opposite this bay, on the south side of the island, is a small cove, wherein small vessels and shallops can lie pretty secure from the weather, in 6 fathoms water; in the middle of the cove is a rock above water, and a channel on each side of it. The islands lying at the west end of *Brunet*, called *Little Brunets*, afford indifferent shelter for shallops in blowing weather; you may approach these islands, and the island of *Brunet*, within a quarter of a mile all round, there being no danger but what lies very near the shore.

Plate Islands are three rocks of a moderate height, lying S. W. 1 league from the west end of *Great Brunet*. The southernmost and outermost of these rocks lie W. by S. half S. 11 miles from Cape *Miquelon*, and in a direct line between *Point May* and *Pass Island*, 17 miles from the former, and 19 from the latter; S. E. a quarter of a mile from the *Great Plate* (which is the northernmost) is a sunken rock, whereon the sea breaks, which is the only danger about them.

There are several strong and irregular settings of the tides or currents about the *Plate* and *Brunet Islands* which seem to have no dependency on the moon, and the course of the tides on the coast.

The island of *Sagana*, which lies N. N. E. two leagues from the east end of *Brunet*, is about 3 miles and a half in circuit, of a moderate height, and bold too all round; at the S. W. end is a small creek that will admit fishing shallops; in the middle of the entrance is a sunken rock, which makes it exceeding narrow, and difficult to get in or out, except in fine weather.

Point May is the southern extremity of *Fortune Bay*, and the S. W. extremity of this part of *Newfoundland*; it may be known by a great black rock nearly joining to the pitch of the point, and something higher than the land, which makes it look like a black hummock on the point; near a quarter of a mile right off from the point, or this round black rock, are three sunken rocks whereon the sea always breaks.

Near 2 miles north from *Point May*, is *Little Dantzick Cove*, and half a league from *Little Dantzick* is *Great Dantzick Cove*; these coves are no places

of safety, being open to the westerly winds; the land about them is of a moderate height, bold too, and clear of wood.

From *Dantzick Point* (which is the north point of the coves) to *Fortune*, the course is N. E. near 3 leagues; the land between them near the shore is of a moderate height, and bold too; you will have in most places 10 and 12 fathoms two cables length from the shore, 30 and 40 one mile off, and 70 and 80 two miles off. *Fortune* lies north from the east end of *Brunet*; it is a bar place that will admit fishing boats at a quarter flood; and a fishing village situated in the bottom of a small bay, wherein is anchorage for shipping in 6, 8, 10 and 12 fathoms; the ground is none of the best, and you lay open to near half the compass.

Cape of Grand Bank is a pretty high point, lying 1 league N. E. from *Fortune*; into the eastward of the cape is *Ship Cove*, wherein is good anchorage for shipping, in 8 and 10 fathoms, sheltered from southerly, westerly, and N. W. winds. *Grand bank* lies E. S. E. $\frac{1}{2}$ league from the cape; it is a fishing village, and a bar harbour, that will admit of fishing shallops at a quarter flood; to this place and *Fortune*, resort the crews of fishing ships, who lay their ships up in harbour *Britain*. From the *Cape of Grand Bank* to *Point Enragee*, the course is N. E. $\frac{1}{2}$ E. 8 leagues, forming a bay between them, in which the shore is low, with several sandy beaches, behind which are bar harbours that will admit boats on the tide of flood, the largest of which is *Great Garnish*, 5 leagues from *Grand bank*; it may be known by several rocks above water, lying before it; 2 miles from the shore, the outmost of these rocks are steep too, but between them and the shore are dangerous sunken rocks. To the eastward, and within these rocks is *Frenchman's Cove*, wherein you may anchor with small vessels, in 4 and 5 fathoms water, tolerably well sheltered from the sea winds, and seems a convenient place for the cod fishery. The passage in is to the eastward of the rocks that are the highest above water; between them and some other lower rocks lying off to the eastward from the east point of the cove, there is a sunken rock nearly in the middle of this passage, which you must be aware of. You may anchor any where under the shore, between *Grand Bank* and *Great Garnish* in 8 and 10 fathoms water, but you are only sheltered from the land winds.

Point Enragee is but low, but a little way in the country is high land; this point may be known by two hummocks upon it close to the shore, but you must be very near, otherwise the elevation of the high lands will hinder you from discovering them; close to the point is a rock under water.

From *Point Enragee* to the head of the bay, the course is first N. E. $\frac{1}{2}$ E. 3 leagues to *Grand Jervey*; then N. E. by E. $\frac{1}{2}$ E. $7\frac{1}{2}$ leagues to the head of the bay; the land in general along the south side is high, bold too, and of an uneven height, with hills and vallies of various extent; the vallies for the most part clothed with wood, and watered with small rivulets.

Seven leagues to the eastward of *Point Enragee*, is the bay *L'Argent*, wherein you may anchor in 30 or 40 fathoms water, sheltered from all winds.

The entrance of harbour *Millee* is to the eastward of the east point of *L'Argent*; before this harbour and the bay *L'Argent*, is a remarkable rock, that at a distance appears like a shallop under sail. *Harbour Millee* branches into two arms, one lying in to the N. E. and the other towards the E. at the upper part of both is good anchorage, and various sorts of wood. Between this harbour and *Point Enragee*, are several bar harbours in small bays, wherein are sandy beaches, off which vessels may anchor, but they must be very near the shore to be in a moderate depth of water.

Cape Millee lies N. N. E. $\frac{1}{2}$ E. 1 league from the before-mentioned *Shallop Rock*, and near 3 leagues from the head of *Fortune Bay* is a high, reddish barren rock. The width of *Fortune Bay* at *Cape Millee*, does not exceed half a

league, but immediately below it, it is twice as wide, by which this cape may easily be known: above this cape the land on both sides is high, with steep craggy cliffs. The head of the bay is terminated by a low bench, behind which is a large pond or bar harbour, into which boats can go at quarter flood. In this and all the bar harbours between it and *Grand bank*, are convenient places for building of stages, and good beaches for drying of fish, for great numbers of boats.

Grand L'Pierre is a good harbour, situated on the north side of the bay, half a league from the head; you can see no entrance until you are abreast of it; there is not the least danger in going in, and you may anchor in any depth from 8 to 4 fathoms, sheltered from all winds.

English Harbour lies a little to the westward of *Grand L'Pierre*, it is very small, and fit only for boats and small vessels.

To the westward of *English Harbour* is a small bay called *Little bay de Leau*, wherein are some small islands, behind which is shelter for small vessels.

New Harbour is situated opposite *Cape Miller*, to the westward of *Bay de Leau*; it is but a small inlet, yet hath good anchorage on the west side in 9, 8, 7 and 5 fathoms water sheltered from the S. W. winds.

Harbour Femme, which lies half a league to the westward of *New Harbour*, lies in N. E. half a league, it is very narrow, and hath in it 23 fathoms water; before the entrance is an island, near to which are some rocks above water: The passage into the harbour is to the eastward of the island.

One league to the westward of *Harbour Femme*, is a small cove called *Brewer's Hole*, wherein is shelter for fishing boats; before this cove is a small island near the shore, and some rocks above water.

Harbour la Conte is situated 1 mile to the westward of *Brewer's Hole*, before which are two islands, one without the other; the outermost, which is the largest, is of a tolerable height, and lies in a line with the coast, and is not easy to be distinguished from the main in sailing along the shore. To sail into this harbour, the best passage is on the west side of the outer island, and between the two; as soon as you begin to open the harbour, you must keep the inner island close on board, in order to avoid some sunken rocks that lay near a small island, which you will discover between the N. E. point of the outer island; and the opposite point on the main; and likewise another rock under water, which lays higher upon the side of the main; this rock appears at low water. As soon as you are above these dangers, you may steer up in the middle of the channel, until you open a fine spacious bason, wherein you may anchor in any depth from 5 to 17 fathoms water, shut up from all winds; the bottom is sand and mud. In to the eastward of the outer island, is a small cove fit for small vessels and boats, and conveniences for the fishery.

Long Harbour lies 4 miles to the westward of *Harbour la Conte*, and N. E. by N. 5 leagues from *Point Enragee*; it may be known by a small island in the mouth of it, called *Gull Island*; and half a mile without this island is a rock above water, that hath the appearance of a small boat. There is a passage into the harbour on each side of the island, but the broadest is the westernmost. Nearly in the middle of this passage, a little without the island, is a ledge of rocks, whereon is 2 fathoms water; a little within the island on the S. E. are some sunken rocks, about 2 cables length from the shore, lying off two sandy coves; some of these rocks appear at low water. On the N. W. side of the harbour 2 miles within the island is *Morgan's Cove*, wherein you may anchor in 15 fathoms water, and the only place you can anchor, unless you run into, or above the *Narrows*, being every where else very deep water. This harbour runs 5 leagues into the country, at the head of which is a salmon fishery.

A little to the westward of *Long Harbour* is *Bell bay*, which extends 3 leagues every way, and contains several bays and harbours. On the east point of this bay is *Hare Harbour*, which is fit only for small vessels and boats, before which are two small islands, and some rocks above and under water.

Two miles to the northward of *Hare Harbour*, or the point of *Bell bay*, is *Mall bay*, being a narrow arm, lying in N.E. by N. 5 miles, wherein is deep water, and no anchorage until at the head.

Rencontre Islands lie to the westward of *Mall bay*, near the shore; the westernmost, which is the largest, has a communication with the main at low water; in and about this island are shelter for small vessels and boats.

Bell Harbour lies 1 league to the westward of *Rencontre Islands*: The passage into the harbour is on the west side of the island; in the mouth of it, as soon as you are within the island, you will open a small cove on the east side, wherein small vessels anchor, but large ships must run up to the head of the harbour, and anchor in 20 fathoms water, there being most room.

Lally Cove lies a little to the westward of *Bell Harbour*; it is a very snug place for small vessels, being covered from all winds behind the island in the cove.

Lally Head is the west point of *Lally Cove*; it is a high bluff white point: To the northward of the head is *Lally Cove back Cove*, wherein you may anchor in 16 fathoms water.

Two miles to the northward of *Lally Cove Head*, is the bay of the east, and bay of the north; in both is deep water, and no anchorage, unless very near the shore. At the head of the north bay is the largest river in *Fortune Bay*, and seems a good place for a salmon fishery.

The bay of *Cinq Isles* lies to the southward of the north bay; and opposite to *Lally Cove Head* there is tolerable good anchorage for large ships on the S.W. side of the islands in the bottom of the bay. The north arm is a very snug place for small vessels; at the head of this arm is a salmon river.

A little to the southward of the bay of *Cinq Isles* is *Corben bay*, wherein is good anchorage for any ships in 22 or 24 fathoms water.

S.E. about 2 miles from *Lally Cove Head*, are two islands about a mile from each other; the north easternmost is called *Be. Island*, and the other *Dog Island*; they are of a tolerable height, and bold too all round.

Between *Dog Island* and *Lord and Lady Island*, which lies off the south point of *Corben bay*, is a sunken rock, (somewhat nearer to *Lord and Lady*, than *Dog Island*;) whereon the sea breaks in very bad weather, and every where round it very deep water. About a quarter of a mile to the northward of the north end of *Lord and Lady Island*, is a rock that appears at low water.

Bande de La'rier bay lies on the west point of *Bell Bay*, and N.N.W. $\frac{1}{2}$ W. near 3 leagues from *Point Enragee*; it may be known by a very high mountain over the bay, which rises almost perpendicular from the sea, called *Iron Head*. *Chappel Island*, which forms the east side of the bay, is high land also. The harbour lies on the west side of the bay, just within the point, formed by a narrow low beach; it is very small, but a snug place, and conveniently situated for the cod fishery. There is a tolerable good anchorage along the west side of the bay, from the harbour up towards *Iron Head* in 18 and 20 fathoms water.

The bank of *Bande de La'rier*, whereon is no less than 7 fathoms, lies with the beach of *Bande de Laurier Harbour*, just open of the west point of the bay, and *Boxy Point* on with the north end of *St. Jacques Island*.

Two miles to the westward of *Bande de La'rier*, is the harbour of *St. Jacques*, which may be easily known by the island before it. This island is high at each end, and low in the middle, and at a distance looks like two islands, it lies N. 20° E. 8 $\frac{1}{2}$ leagues from the Cape of *Grand bank*, and N. E. by E. 7

leagues from the east end of *Brunet*. The passage into the harbour is on the west side of the island; there is not the least danger in going in, or in any part of the harbour; you may anchor in any depth from 17 to 4 fathoms.

Two miles to the westward of *St. Jacques* is the harbour of *Blue Pinion*; it is not near so large, or so safe as that of *St. Jacques*; near to the head of the harbour, on the west side, is a shoal, whereon is 2 fathoms at low water.

A little to the westward of *Blue Pinion* is *English Cove*, which is very small, wherein small vessels and boats can anchor; before it, and very near the shore is a small island.

Boxy Point lies S.W. by W. $\frac{1}{2}$ W. $2\frac{1}{2}$ leagues from *St. Jacques Island*, N.N.E. near 7 leagues from the Cape of *Grand Bank*, and N.E. $\frac{1}{2}$ E. 13 miles from the east end of *Brunet Island*; it is of a moderate height, the most advanced to the southward of any land on the coast, and may be distinguished at a considerable distance; there are some sunken rocks off it, but they lay very near the shore, and are no way dangerous.

N.N.E. 3 miles from *Boxy Point*, is the harbour of *Bory*; to sail into it you must keep *Boxy Point* just open of *Freyer's Head*, (a black head a little within the point) in this direction you will keep in the middle of the channel between the shoals which lay off from each point of the harbour, where the stages are; as soon as you are within these shoals, which cover you from the sea winds, you may anchor in 5 and 4 fathoms water, fine sandy ground.

West 1 mile from *Boxy Point* is the island of *St. John's*, which is of a tolerable height, and steep too, except at the N.E. point, where is a shoal a little way off.

N.W. half a league from *St. John's Island* is *St. John's Head*, which is a high, steep, craggy point. Between *St. John's Head* and *Bory Point* is *St. John's bay*, in the bottom of which is *St. John's Harbour*, wherein is only water for boats.

On the north side of *St. John's Head* are two rocky islands, called the *Gull* and *Slog*; at the west end of these islands are some sunken rocks.

One league and a half to the northward of *St. John's Head* is the *Great bay de Leau*, wherein is good anchorage in various depths of water, sheltered from all winds. The best passage in is on the east side of the island, lying in the mouth of it; nothing can enter in on the west side but small vessels and shallops.

To the westward of *Bay de Leau*, 3 miles N. N.W. from *St. John's Head* is *Little Bay Barrisway*, on the west side of which is good anchorage for large ships in 7, 8, or 10 fathoms water; here is good fishing conveniences, with plenty of wood and water.

Harbour Britain lies to the westward of *Little Bay Barrisway*, north $\frac{1}{2}$ league from the island of *Sagana*, and N. by E. from the east end of *Brunet*. The two heads, which form the entrance of this harbour or bay are pretty high and lay from each other E.N.E. and W.S.W. above 2 miles; near the east head is a rock above water, by which it may be known: There are no dangers in going in until you are the length of the south point of the S.W. arm, which is more than a mile within the west head; from off this point stretches out a ledge of rocks N.E. about two cables length; the only place for king's ships to anchor is above this point, before the S.W. arm in 16 or 18 fathoms water, mooring nearly E. and W. and so near the shore as to have the east head on with the point above mentioned; the bottom is very good, and the place convenient for wooding and watering. In the S.W. arm is room for a great number of merchant ships, and many conveniences for fishing vessels.

Opposite to the S.W. arm is the N.E. arm, or *Jerseyman's Harbour*, which is capable of holding a great number of ships, securely sheltered from all winds. To sail into it you must keep the point of *Thompson's beach* (which is the

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beach point, at the entrance into the S. W. arm) open of *Jerseyman's head*, (which is a high bluff head at the north entrance into *Jerseyman's harbour*) this mark will lead you over the bar in the best of the channel, where you will have 3 fathoms at low water; as soon as you open the harbour, haul up north, and anchor where it is most convenient in 8, 7, or 6 fathoms water, good ground, and sheltered from all winds. In this harbour are several convenient places for erecting many stages, and good beach room. *Jerseymen* generally lay their ships up in this harbour, and cure their fish at *Fortune and Grand bank*.

From *Harbour Briton* to the west end of *Brunet*, and to the *Plate Islands*, the course is S. W. by S. 6½ leagues to the southernmost *Plate*. From the *Harbour Briton* to *Cape Miquelon* is S. W. ¼ W. 10 leagues. From the west head of *Harbour Briton* to *Cannaigre head*, the course is W. by S. distant 2 leagues; between them are *Gull island* and *Deadman's bay*. *Gull island* lies close under the land, 2 miles to the westward of *Harbour Briton*. *Deadman's bay* is to the westward of *Gull island*, wherein you may anchor with the land winds. Between *Harbour Briton* and *Cannaigre head*, is a bank stretching off from the shore between two and three miles, whereon is various depths of water from 34 to 4 fathoms. Fishermen say that they have seen the sea break, in very bad weather, a good way without *Gull island*.

Cannaigre head, which forms the east point of the bay of the same name, lies north easterly 3½ leagues from the west end of *Brunet*; it is a high craggy point, easy to be distinguished from any point of view. From this head to *Bassaterre point*, the course is W. by N. ¼ N. 2 leagues, and likewise W. by N. ¼ N. 3½ leagues to the rocks of *Pass island*; but to give them a birth make a W. by N. course good. Between *Cannaigre head* and *Bassaterre point* is *Cannaigre bay*, which extends itself about 4 leagues inland, at the head of which is a salmon river. In the mouth of the bay lay the rocks of the same name above water; you may approach these rocks very near, there being no danger but what discovers itself. The channel between them and the north shore is something dangerous, by reason of a range of rocks which lie along shore, and extend themselves one mile off.

Cannaigre harbour, which is very small, with 7 fathoms water in it, is within a point on the south side of the bay, 5 miles above the head; the passage into the harbour is on the S. E. side of the island lying before it. Nearly in the middle of the bay, abreast of this harbour, are two islands of a tolerable height; on the south side of the westernmost island, which is the largest, are some rocks above water.

Dawson's cove is on the N. W. side of the bay, bears north, distance about 4 miles from the head, and east 2 miles from the west end of the *Great island*. In it are good fishing conveniences, and anchorage for vessels in 6 and 5 fathoms water, but they will lay open to the southerly winds. Between the S. W. point of this cove and *Bassaterre point*, which is 5 miles distance, lays the range of rocks before mentioned.

Bassaterre point, which forms the west point of *Cannaigre bay*, is of a moderate height, clear of wood, and bold too, all the way from it to *Pass island*, which bears N. W. by W. one league from *Bassaterre point*.

The land on the north side of *Fortune bay*, for the most part, is hilly, rising directly from the sea, with craggy, barren hills, which extends 4 or 5 leagues inland, with a great number of rivulets and ponds. The land on the south side of *Fortune bay*, has a different appearance to that on the north side, being not so full of craggy mountains, and better clothed with woods, which are of a short brushy kind, which makes the face of the country look green.

Pass island lies N. 16° 30' East, 7½ leagues from *Cape Miquelon*; it is, the S. W. extremity of *Fortune bay*, and lies very near the shore, is more than 2

miles in circuit, and is pretty high. On the S. W. side are several rocks above water, which extend themselves one mile from the island; and on the N. W. side is a sunken rock, at a quarter of a mile from the island: The passage between this island and the main, which is near two cables length wide, is very safe for small vessels, wherein you may anchor in 6 fathoms, a fine sandy bottom. This island is well situated for the cod fishery, there being very good fishing ground about it.

In the night time, or in foggy weather, ships ought to place no great dependence on the soundings in *Fortune bay*, lest they may be deceived thereby; for you have more water in many parts near the shore, and in several of its contained bays and harbours, than in the middle of the bay itself.

DESCRIPTION OF HERMITAGE BAY.

From *Pass island* to *Great Jarvis harbour*, at the entrance into the bay of *Despair*, the course is N. by E. a quarter E. near three leagues; and from *Pass island* to the west end of *Long island*, the course is N. N. E. 8 miles, between them is the bay of *Hermitage*, which lies in E. N. E. 8 leagues from *Pass island*, with very deep water in most parts of it.

The two *Fox islands*, which are but small, lie nearly in the middle of *Hermitage bay*, three leagues and a half from *Pass island*; near to these islands is good fishing ground.

Hermitage cove is on the south side of the bay, opposite to *Fox's islands*: To sail into it, you must keep between the islands and the south shore, where there is not the least danger; in this cove is good anchorage for shipping in 8 and 10 fathoms water, and good fishing conveniences, with plenty of wood and water.

Long island, which separates the bay of *Despair* from *Hermitage*, is of a triangular form, about 8 leagues in circuit, of a tolerable height, is hilly, uneven, and barren. The east entrance into the bay of *Despair* from *Hermitage bay*, is by the west end of *Long island*; about half a mile from the S. W. point of the said island, are two rocks above water, with deep water all round them.

Long island harbour lies on the south side of *Long island*, 2 miles and a half from the west end; before which is an island, and several rocks above water; there is a narrow passage into the harbour on each side of the island; this harbour is formed by two arms, one lying into the north, and the other to the eastward; they are both very narrow, and have in them from 42 to 7 fathoms water; the east arm is the deepest, and the best anchorage.

Round harbour, wherein is 6 fathoms water, lies near 2 miles to the eastward of *Long island harbour*, and is also in *Long island*; it will only admit very small vessels, by reason the channel going in is very narrow.

Harbour Picarre lies N. by W. half a league from *Little Fox island*, (which is the westernmost of *Fox islands*;) to sail into it, you must keep near the west point, to avoid some sunken rocks off the other, and anchor in the first cove on the east side, in 9 or 10 fathoms, sheltered from all winds.

Galtus harbour, which is but small, lies near the east point of *Long island*; at the entrance is several rocky islands. The best channel into the harbour, is on the west side of these islands, wherein is 4 fathoms water, but in the harbour is from 15 to 24 fathoms. Here are several places proper for erecting stages; and both this harbour and *Picarre* are conveniently situated for a fishery, they lying contiguous to the fishing grounds about *Fox islands*.

Between the east end of *Long island* and the main, is a very good passage out of *Hermitage bay*, into the bay of *Despair*.

DESCRIPTION OF THE BAY OF DESPAIR.

The entrance of the *bay of Despair* lies between the west end of *Long island* and *Great Jervis island*, (an island in the mouth of the harbour of the same name,) the distance from one to the other is one mile and a quarter, and in the middle between them is no soundings with 280 fathoms.

The *bay of Despair* forms two capacious arms, one extending to the N. E. 8 leagues, and the other to the northward 5 leagues; in the north arm is very deep water, and no anchorage, but in the small bays and coves which lay on each side of it. At the head of the bay of the east, which is an arm of the north bay, is a very fine salmon river, and plenty of wood. In the N.E. arm of the *bay of Despair* are several arms and islands, and tolerable good anchorage in some parts of it. *Little river* and *Conne river* are counted good places for salmon fisheries: About these rivers and the head of the bay are great plenty of all sorts of wood common to this country, such as fir, pine, birch, witch-hazle, spruce, &c. All the country about the entrance into the *bay of Despair*, and for a good way up it, is very mountainous and barren, but about the head of the bay it appears to be pretty level, and well clothed with wood.

Great Jervis harbour is situated at the west entrance into the *bay of Despair*, is a snug and safe harbour, with good anchorage in every part of it in 16, 18 or 20 fathoms; though but small, will contain a great number of shipping, securely sheltered from all winds, and very convenient for wooding and watering. There is a passage into this harbour on either side of *Great Jervis island*, the southernmost is the safest, there being in it no danger but the shore itself. To sail in on the north side of the island, you must keep in the middle of the passage, until you are within two small rocks above water near to each other on your starboard side, a little within the north point of the passage; you must then bring the said north point between these rocks, and steer into the harbour in that direction, which will carry you clear of some sunken rocks which lie off the west point of the island; these rocks appear at low water. The entrance into this harbour may be known by the east end of *Great Jervis island*, which is a high steep craggy point, called *Great Jervis head*, and is the north point of the south entrance into this harbour.

Bonne bay lies one league to the westward from *Great Jervis head*, and north 7 miles from *Pass island*, there are several islands in the mouth of it, the westernmost of which is the largest and highest. The best passage into the bay is to the eastward of the largest island, between it and the two easternmost islands; which two islands may be known by a rock above water off the south point of each of them. The bay lies in N. N. W. 4 miles, and is near half a mile broad in the narrowest part; there is no danger going in, but what shews itself; you may go on either side of *Drake island*, which is a small island nearly in the middle of the bay; between this island, and two small islands, lying on the west side of the bay within *Great island*, is anchorage in 20 and 30 fathoms, but the best place for large ships is at the head of the bay in 12 or 14 fathoms, clear ground, and convenient for wooding and watering. On the west side of the bay, abreast of *Drake island*, is a very snug harbour for small vessels, wherein is 7 fathoms water, and good conveniences for a fishery; off the south point of the entrance are some sunken rocks about a cable's length from the shore. On the N.W. side of the great island, within the two small islands, is very good anchorage in 16, 20, and 24 fathoms water, sheltered from all winds. The passage into this place to the westward of the great island from the sea is very dangerous, by reason there are several sunken rocks in the passage, and shallow water; but there is a very good passage into it from the bay, passing to the northward of the two small islands, between them and the

west shore. In sailing in or out of the bay you must not approach too near the south point of the *Great island*, because of some sunken rocks which lie a quarter of a mile from the shore.

A little to the westward of *Bonne bay*, between it and *Facheux*, is *Musketa cove*, a small inlet, wherein is from 30 to 47 fathoms water.

The entrance to the bays of *Facheux* and *Dragon*, lies west 4 miles from *Bonne bay*, and N.W. by N. near 3 leagues from *Pass island*; this entrance is very conspicuous at sea, by which this part of the coast is easily known. *Facheux*, which is the easternmost branch, lies in north 2 leagues, and is one third of a mile broad in the narrowest part, which is at the entrance, with deep water in most parts of it. One mile up the bay on the west side, is a cove, wherein is anchorage in 10 fathoms, with gradual soundings into the shore, and a clear bottom; and farther up the bay, on the same side, are two other coves, wherein is anchorage, and plenty of wood and water. *Dragon bay* lies in W.N.W. one league, and is near half a mile broad, wherein is 60 and 70 fathoms water, and no anchorage till you come to the head, and then you must be very near the shore to be in a moderate depth of water.

One mile to the westward of *Facheux* is *Little hole*, wherein is shelter for shallops. And one league to the westward of *Facheux* is *Richard's harbour*, a snug place for small vessels and fishing shallops, wherein is not more than 23 fathoms. The east point of this harbour is a very conspicuous high head, lying W. half S. 7 miles from *Bonne bay*, and N.W. a quarter W. 3 leagues from *Pass island*.

W. by N. one league and a half from *Richard's harbour*, is *Hare bay*, which lies in north about 5 miles, is about one third of a mile broad in the narrowest part, with very high land on both sides, and deep water close home to both shores in most parts of it. Near one mile up the bay, on the east side, is a small cove, wherein is anchorage in 20 fathoms, with gradual soundings into the shore, and one league up the bay on the west side, is a very good harbour, wherein is good anchorage in 8, 10, 12 and 15 fathoms, and plenty of wood and water.

W. by N. 4 miles from *Hare bay*, and one league N. by W. from *Hare's Ears point* is *Devil's bay*, a narrow inlet lying in to the northward one league, wherein is deep water, and no anchorage till you come close to the head.

The bay of *Recontre*, which lies to the northward of *Hare's Ears point*, lies in W. by N. 2 leagues, it is near half a mile broad in the narrowest part, with deep water in most parts of it. To anchor in this bay, you must run up above a low woody point on the south side, then haul under the south shore until you are land-locked, and anchor in 30 fathoms water.

Hare's Ears point is a pretty large point, with a ragged rock upon it, that from some points of view looks like the ears of a Hare; it lies west southerly 11 miles from the point of *Richard's harbour*, and W. by N. half N. 6 leagues from *Pass island*; off this point is a fishing bank that extends a mile from the shore, whereon is from 20 to 36 fathoms water.

One mile to the northward of *Hare's Ears point*, at the S.W. entrance into *Recontre*, is *New harbour*, a small harbour, wherein is anchorage for small vessels in 16 fathoms water, and good conveniences for a fishery.

West 2 miles from *Hare's Ears point*, is the bay of *Chaleur*, which lies in first N.W. then more northerly, in the whole 2 leagues; it is about half a mile broad, and hath very deep water in most parts. At the north entrance into the bay, close to the shore, is a small island of a tolerable height, and half a league within the island, on the N. E. side of the bay, is a rock above water; a little within this rock, on the same side, is a small cove with a sandy beach, off which you may anchor in 28 fathoms a cable's length from the shore.

W.S.W. near half a league from the bay of *Chaleur*, is the bay *Francois*, which is a small inlet, lying in N. N. W. half W. one mile; it is near a quar-

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ter of a mile broad at the entrance, and 17 fathoms deep; but just within is 50 and 60 fathoms; at the head is from 30 to 20 fathoms, good anchorage, and conveniencies for a fishery.

W. S. W. 4 miles from the bay *Francois*, on the east side of Cape *la Hune*, lies *Oar bay*; off the east point of the entrance is a low rocky island, close to the shore; from this point, to the entrance into the bay of *Despair*, the course is W. $\frac{1}{2}$ N. 9 leagues. In the mouth of this bay is a rocky island, and a passage on each side of it: The bay lies in first N. N. E. near one league, then north 2 miles; it is one third of a mile broad in the narrowest part, with deep water close to both shores all the way up; the least water is at the entrance: At the head is a small snug harbour, fit only for small vessels and fishing shallops, wherein is 5 fathoms water: At the west side of the entrance into the bay N.W. by N. from the rocky island before-mentioned, is a small snug cove, called *Cul de Sac*, wherein is 3 and 4 fathoms water and good shelter for fishing vessels.

Cape *la Hune* is the southernmost point of land on this part of the coast, and lies in the latitude of $47^{\circ} 31' 42''$ north west half north from *Pass island*, and N.W. half N. $10\frac{1}{2}$ leagues from Cape *Miquelon*; it may be easily known by its figure, which much resembles a sugar loaf; but in order to distinguish this, you must approach the shore at least within 3 leagues, (unless you are directly to the eastward or westward of it) otherwise the elevation of the high land within it, will hinder you from distinguishing the sugar loaf-hill; but the cape may always be known by the high land of *la Hune*, which lies one league to the westward of it; this land rises directly from the sea, to a tolerable height, appears pretty flat at top, and may be seen in clear weather 16 leagues.

South 29° W. 3 and half leagues from Cape *la Hune*, and north 61° west, near 10 leagues from Cape *Miquelon*, lies the *Penguin islands*, which are a parcel of barren rocks lying near to each other, and altogether about two leagues in circuit; you may approach these islands in the day time to half a league all round, there being no danger at that distance off. On the S. W. side of the large island, which is the highest, is a small cove, wherein is shelter for fishing shallops, and good conveniencies for a fishery, and there is good fishing ground about the island.

East 3° north, 7 miles from the *Penguin islands*, and south 9° east, 3 leagues from Cape *la Hune*, is a dangerous rock, called the *Whale rock*, whereon the sea generally breaks; it is about one hundred fathoms in circuit, with 10, 12, and 14 fathoms water close too all round it. From this rock stretches out a narrow bank one league to the westward, and half a league to the eastward, whereon is from 24 to 58 fathoms, a rocky and gravelly bottom. In the channel between the shore and this rock, also between the shore and *Penguin islands*, is 120 and 130 fathoms water, a muddy bottom, and the same bottom, and nearly the same depth of water one league without them.

Round the west point of Cape *la Hune* is *la Hune bay*, which lies in north near 2 leagues, and is about one third of a mile broad in the narrowest part, which is at the entrance, with deep water in most parts of it. In sailing in or out of the bay, you must keep the cape or east shore on board, in order to avoid a sunken rock which lies off the west point of the entrance into the bay; near one third channel over. Two miles up the bay, on the east side, is *Lance cove*, wherein is anchorage in 16 and 14 fathoms water, clear ground, and good conveniencies for a fishery; one cable's length off from the south point of the cove, (which is low) is a small shoal, whereon is one and half fathoms, and between it and the point 5 fathoms water. To sail into the cove, keep the point of the cape, or east entrance into the bay open of a red cliff point on the same side, (off which is a rock above water) until a round hill you will see

over the valley of the cove, be brought on the north side of the valley; you will then be above the shoal, and may haul into the cove with safety. There is a narrow bank, which stretches quite across the bay, from the south point of the cove, to a point on the opposite shore, whereon is from 27 to 45 fathoms.

La Hune harbour, wherein is only room for the admittance of small vessels open to the westerly winds, lies half a league to the westward of *Cape la Hune*, before which is an island close under the shore. The passage into the harbour is on the N. W. side of the island; there is no danger in going in, and you must anchor close up to the head, in 10 fathoms water. This harbour is well situated for a fishery, there being good fishing ground about it, and other conveniencies, such as a large beach, quite across from the head of the harbour to *la Hune bay*, which is eight hundred feet, exposed to an open air, which is a great advantage for drying of fish.

Between *Cape la Hune* and *Little river*, the land is tolerable high, and the shore forms a bay, wherein lie several small islands and rocks above water, the outermost of which lies north 3 leagues from the *Penguin islands*; near these rocks, and within them are sunken rocks and foul ground; the passage is very safe between the rocks and the *Penguin islands*.

W. by S. 4 leagues from *Cape la Hune*, is the entrance of *Little river*, which may be known by the land near it, which forms a very conspicuous point on the coast, and tolerable high; the river is about one hundred fathoms broad at the entrance, and ten fathoms deep, and affords good anchorage a little way up it, in 10, 8, and 7 fathoms water; its banks are tolerable high, and clothed with wood.

S. $\frac{1}{2}$ E. 2 leagues from the entrance of *Little river*, N. W. $\frac{1}{2}$ N. 2 $\frac{1}{2}$ leagues from the *Penguin islands*, and E. S. E. $\frac{1}{2}$ E. 3 $\frac{1}{2}$ leagues from the isles of *Ramea*, lie the *Little river rocks*, which are just above water, and of a very small circuit, with very deep water all round them.

The isles of *Ramea*, which are of various extent both for height and circuit lay N. W. $\frac{1}{2}$ N. near 6 leagues from the *Penguin islands*, and one league from the main; they extend E. and W. 5 miles, and N. and S. 2 miles; there are several rocks and breakers about them, but more on the S. side than the N. the easternmost island, which is the largest, is very high and hilly; and the westernmost, called *Columbe*, is a remarkable high round island, of a small circuit, near to which are some rocky islands, and sunken rocks.

The harbour of *Ramea*, (which is a small commodious harbour for fishing vessels) is formed by the islands which lie between *Great Ramea* and *Columbe*, the entrance from the westward (which is the broadest) lies E. from *Columbe*, give the S. point of the entrance a small birth, (off which are some rocks above water) and steer N. E. into the harbour, keeping in the middle of the channel which is more than a cable's length broad in the narrowest part, and anchor in *Ship cove*, which is the second on the N. W. side, in 5 fathoms, clear ground, and sheltered from all winds. To sail into it from the eastward, keep the north side of *Great Ramea* on board until you are at the west end thereof, then steer S. W. into the harbour, keeping in the middle of the channel, wherein is 3 fathoms at low water, and anchor as above directed. In this harbour, and about these islands, are several convenient places for erecting of stages, and drying of fish, and seem well situated for that purpose.

S. E. $\frac{1}{2}$ S. 4 miles from *Ramea*, are 2 rocks above water, close to each other, called *Ramea rocks*: S. W. 1 league from these rocks is a small fishing bank, whereon is 6 fathoms water; it lies, with the rocks above-mentioned, on with the W. entrance of *Little river*, bearing N. E. and *Ramea Columbe* on with a high saddle hill, (called *Richard's head*) on the main within the isles of *Burges*, bearing nearly N. W. Nearly in the middle between *Ramea* and the *Penguin islands*, 2 leagues from the land, is a fishing bank, whereon is from 30 to

24 fathoms. To run upon the shoalest part of this bank, bring the two *Ramea Rocks*, (which lie S.E. half S. from *Ramea Islands*) on with the S.W. part of the islands, or between them and *Columbe*, and the entrance into *Little River* to bear N. by E. $\frac{1}{2}$ E.

Four miles to the westward of *Little River*, and N.E. by E. from *Ramea Islands*, is *Old Man's bay*, which lies in N. 7 miles, and is a mile broad at the entrance, with deep water in most parts of it. N. E. half a league up the bay, on the east side, is *Adam's Island*, behind which is anchorage in 30 and 40 fathoms, but the best anchorage is at the head of the bay, in 14 and 16 fathoms.

Half a league to the westward of *Old Man's bay*, and N. E. from *Ramea Isles*, is *Musketa Harbour*, which is a very snug and safe harbour, that will hold a great number of shipping in perfect security; but it is difficult to get in or out unless the wind is favourable, by reason the entrance is so very narrow (being but 48 fathoms broad) and the land high on both sides; the S. E. point of the entrance into the harbour is a high white rock; near a cable's length from this white rock, or point, is a black rock above water, on the south side of which is a sunken rock, whereon the sea breaks: From this black rock to the narrow entrance into the harbour, is N. W. one third of a mile. In sailing in or out of the harbour, give the black rock a small birth, and keep the W. side most on board, it being the safest. If you are obliged to anchor, you must be very brisk in getting a rope on shore, lest you tail upon the rocks: In the harbour is from 18 to 30 fathoms, every where good anchorage, and plenty of wood and water, and fishing conveniences. In the *Narrows* is 12 fathoms bold to both shores there; with southerly and easterly winds it blows right in, with northerly winds out, and with westerly winds it is either calm, or blows in variable puffs.

Fox island harbour, which is formed by an island of the same name, lies N. E. by N. from *Ramea isles*, and half a league to the westward of *Musketa harbour*; between them are several rocky islands, and some sunken rocks. This harbour may be known by a high white rock, lying S. half a mile from the outer part of the island. There are two passages into the harbour, one on each side of the island, and no danger in either of them but what discovers itself; it is a small commodious harbour for the fishery, wherein is 6, 8, and 10 fathoms water, and some beach.

White Bear bay lies 2 miles to the westward of *Fox island harbour*, and N. 1 league from *Ramea isles*; there are several islands in the mouth of it. The best passage into the bay is to the eastward of all the islands; it lies in N. E. by E. $\frac{1}{2}$ E. 4 leagues, and is near half a mile broad in the narrowest part, with high land on both sides, and deep water close to both shores in most parts of it, until you are 8 miles up it, you will then rise the ground at once to 9 fathoms, and will afterwards have gradual soundings up to the head, and good anchorage. A little way inland from the head of the bay, you have a very extensive prospect of the interior part of the country, which appears to be all a barren rock of a pretty even height, and watered by a great number of ponds, with which the whole country very much abounds. On the S. W. side of *Bear island* (which is the easternmost, and largest in the mouth of the bay) is a small harbour, lying in E. N. E. half a mile, wherein is from 10 to 22 fathoms water, before the mouth of which are sunken rocks that doth not break but in bad weather. At the west entrance into *White Bear bay*, is a high round white island; and S. S. W. half a mile from the *White island* is a black rock above water. The best passage into the bay from the westward, is on the west side of this rock, and between the *White island* and *Bear island*; there are sunken rocks half a league to the westward of the *White island*, some of which are above a mile from the shore.

Five miles to the westward of *White bear bay*, and N. by W. $\frac{1}{2}$ W. from *Ramea Columbe*, are two small harbours, called *Red island harbours*, formed by an island of the same name, lying close under the land; that lying to the westward of the island is the largest and best, wherein is from 10 to 6 fathoms, good anchorage: To sail into it, keep the island close aboard, the outer part of which is red steep cliffs.

N.W. by W. 3 leagues from *Ramea Columbe*, lie the *Burgeo isles*, which are a cluster of islands extending along the shore, east and west about five miles, forming several snug and commodious harbours amongst them for fishing vessels, and are well situated for that purpose, there being good fishing ground about them. To sail into *Burgeo* from the eastward, the safest passage is on the N.E. side of *Boar island*, which is the northernmost, and lies N. W. from *Ramea Columbe*; S.E. by E. half a league from this island is a rock that uncovers at low water, on which the sea generally breaks: You may go on any side of this rock, there being very deep water all round it; as soon as you are to the N.W. of it, keep the north side of *Boar island* on board, and steer W. by S. $\frac{1}{2}$ S. for *Grandy's cove*, the north point of which is the first low point on your starboard bow, haul round that point, and anchor in the cove in 14 fathoms, and moor with a fast on shore: But the best place for great ships to anchor, is between *Grandy's cove*, and a small island lying near the west point of *Boar island*, in 20 or 24 fathoms, good ground, and sheltered from all winds. To sail into *Grandy's cove* from the westward, within the islands, it is dangerous, unless well acquainted, by reason of sunken rocks in the passage; but there is a good passage from the southward between *Burgeo Columbe*, which is a high round island, and *Recontre*, (which is the highest of all the islands) you must steer in N.W. between the rocks above water lying to the eastward of *Columbe*, and then to the southward of *Recontre*; as soon as you are within these rocks, keep the islands on board; there are several safe passages in from the southward and eastward, between the islands, and good anchorage; and in bad weather all the sunken rocks discover themselves, and you may run in any where without fear; these isles do not abound with either wood or water.

Wolfe bay lies in N.E. $\frac{1}{2}$ N. one league, the entrance is N.E. 2 miles from *Boar island*, and two miles to the westward of *Fox island harbours*; the east point of the entrance is low ragged rocks, off which is a sunken rock, a quarter of a mile from the shore, whereon the sea breaks in bad weather. Near the head of the bay is tolerable good anchorage, and plenty of wood and water.

Round the west point of *Wolfe bay* is *King's harbour*, which lies in N. E. by N. three-fourths of a mile, before the mouth of which is a cluster of little islands, one of which is pretty high: To sail into it, keep the east point of the islands on board, and steer N.W. by N. and N.N.W. for the entrance of the harbour, and anchor under the east shore, in 9 fathoms water.

On the south side of the islands, before *King's harbour*, and N.N.E. 1 mile from *Boar island*, is the entrance into the *Ha Ha*, which lies in west one mile, is about one quarter of a mile broad, wherein is from 20 to 10 fathoms, and good anchorage in every part of it: Over the south point of the entrance into this harbour is a high green hill, and a cable's length and a half from the point, is a sunken rock that always shews itself: Over the head of the *Ha Ha*, is *Richard's head*, mentioned as a mark for running upon *Ramea shoal*.

Four miles to the westward of the *Burgeo isles* is the *Great Barrysway point*, which is a low white rocky point, and N. W. by N. half a league from this point is the west entrance into the *Great Barrysway*, wherein is room and depth of water for small vessels: Between the *Burgeo isles* and the *Great Barrysway point* are several sunken rocks, some of which are half a league from the shore.

N.W. by W. $\frac{1}{2}$ W. 4 leagues from the *Burgeo isles* is the bay of *Connoir*, the east point of which is something remarkable, rising with an easy ascent to a

moderate height, and much higher than the land within it; the top of it is green, but down by the shore is white; the west point of the bay is low and flat, to the westward of which are several small islands: The bay lies in N. by E. 1 league from the entrance to the middle head, which lies between the two arms, and is half a league broad, with 14, 12, 10, and 8 fathoms close to both shores, good anchorage and clear ground, open to the S. S. W. and southerly winds; but the N. E. arm affords shelter for small vessels from all winds. To sail into it, keep the starboard shore best on board, and anchor before a small cove on the same side near the head of the arm, in $3\frac{1}{2}$ fathoms; towards the head of the arm, on the N. W. side is a bank of sand and mud, whereon one might run a ship, and receive no damage.

Two leagues to the westward of *Connoir*, lies the bay of *Cutteau*, wherein is only shelter and depth of water for small vessels and fishing shallops; in sailing in or out of the bay, keep the west point close on board, in order to avoid the many sunken rocks in the mouth of it.

Round the west point of *Cutteau* is *Cing Serf*, wherein are a great many islands which form several small snug harbours, wherein is room and depth of water sufficient for fishing vessels, with conveniences for fisheries. Right off *Cing Serf*, about half a league from the shore, is a low rocky island. The safest passage into the largest harbour is to the westward of this rock, keeping pretty near it, and steer in N. E. $\frac{1}{2}$ E. keeping the S. E. shore on board, until you are abreast of a small woody island, which is the easternmost but one, and lies about a quarter of a mile to the N. E. of a white rock in the middle of the passage, then haul short round this island, and anchor behind it in 7 fathoms water, covered from all winds, or you may continue your course up to the head of the arm and anchor in 4 fathoms water.

Four miles to the westward of the rocky island off *Cing Serf*, is the harbour of *Grand Bruit*, which is a small commodious harbour, and well situated for a fishery; it may be known by a very high remarkable mountain over it, half a league inland, which is the highest land on all the coast, down which runs a considerable brook, which empties itself in a cascade into the harbour of *Grand Bruit*. Before the mouth of the harbour are several small islands, the largest of which is of a tolerable height, with three green hillocks upon it. A little without this island is a round rock, pretty high above water, called *Columbe* of *Grand Bruit*; and $\frac{1}{4}$ of a mile to the southward of this rock, is a low rock; in the direct line between this low rock and the rocky island off *Cing Serf*, $\frac{1}{2}$ league from the former, is a sunken rock, whereon the sea doth not break in fine weather. The safest passage into *Grand Bruit* is to the N. E. of this rock, and off the islands lying before the harbour between them and the three islands (which are low and lay under the shore) and after you are to the northward of the sunken rock above-mentioned, there is no danger but what shews itself. The passage into the harbour is very narrow, but bold to both sides. The harbour lies in north half a mile, and is a quarter of a mile broad in the broadest part, wherein is from 4 to 7 fathoms water.

To the westward of *Grand Bruit*, between it and *La Poil bay*, lies the bay of *Rotte*, wherein are a great many islands and sunken rocks. The southernmost island is a remarkable high round rock, called *Columbe of Rotte*, and lies W. by N. 9 leagues from the southernmost of the *Burgees*. Between this island and *Grand Bruit* is a reef of rocks, some above and some under water, but do not lay to the southward of the direct line between the islands. Within the isles of *Rotte* are shelter for shipping. The safest passage in, is to the westward of the islands between them and the island called *Little Ireland*, which lies off the east point of *La Poil bay*.

The bay of *La Poil*, which is large and spacious, with several commodious harbours, lies W. 10° N. 10 leagues from the southernmost of the *Burgens*; W. by N. 14 leagues from the isles of *Ramen*, and near 12 leagues to the eastward of *Cape Ray*. It may be known by the high land of *Grand Bruit*, which is only 5 miles to the eastward of it; and likewise by the land on the east side of the bay, which rises in remarkable high craggy hills. One mile S. S. W. from the east point lies *Little Ireland*, a small low island invironed with sunken rocks, some of which are one third of a mile off; N. N. W. half a mile from this island is a sunken rock that shews itself at low water, which is the only danger going into the bay, but what lies very near the shore. Two miles within the west point of the bay, and N. N. W. $\frac{1}{2}$ W. 2 miles from *Little Ireland*, is *Tweed's*, or *Great Harbour*, the south point of which is low; it lies in west 1 mile and is a cable's length and a half broad in the narrowest part. To sail into it, keep the north shore on board, and anchor near the head of the harbour, in 18 or 20 fathoms clear ground, and sheltered from all winds. In this harbour are several conveniencies for erecting of stages, and drying of fish. Half a mile to the northward of *Great Harbour*, is *Little Harbour*, the north point of which is the first high bluff head on the west side of the bay, (called *Tooth's Head*) the harbour lies in west 1 mile, is not quite two cables length broad in the broadest part. To sail into it, give the south point a small birth, and anchor about half way up the harbour, in 10 fathoms water before the stage which is on the north side.

Opposite to *Tooth's Head*, on the east side of the bay, is *Gally Boys Harbour*, a small snug and commodious harbour for ships bound to the westward: Near the south point of the harbour are some hillocks close to the shore; but the north point is high and steep, with a white spot in the cliff. In sailing in or out of the harbour, keep the north side on board; you must anchor as soon as you are within the inner south point, in 9 or 10 fathoms, good ground, and sheltered from all winds.

Two miles to the northward of *Tooth's Head*, on the same side of the bay, is *Broad Cove*, wherein is good anchorage in 12 and 14 fathoms water. Off from the north point of the cove, stretches out a bank into the middle of the bay, wherein is from 20 to 30 fathoms, a stony and gravelly bottom. One mile to the northward of *Gally Boys Harbour*, between two sandy coves on the east side of the bay, and near two cables length from the shore, is a sunken rock that just uncovers at low water.

Two leagues up the bay, on the east side, is the N. E. arm, which is a spacious, safe, and commodious harbour. To sail into it, give the low sandy point on the S. E. side a small birth, and anchor above it where you please, in 10 fathoms water, good holding ground, and sheltered from all winds, and very convenient for wooding and watering.

A little within the west point of *La Poil bay*, is *Indian Harbour*, and *de Plate*, two small coves conveniently situated for a fishery, and into which small vessels can go at high water.

From *Little Ireland Island* to *Harbour La Core*, and *Moine bay*, the course is W. $\frac{1}{2}$ S. 4 leagues; between them lies the bay of *Garia*, and several small coves, wherein are shelter for small vessels, and conveniencies for fisheries; before which are several small islands, and sunken rocks lying along the shore, but none of them lie without the above course. In bad weather the sunken rocks all discover themselves. To sail into the bay of *Garia*, which lies midway between *Poil* and *Harbour La Core*, you will, in coasting along shore, discover a white head, which is the south point of an island lying under the land, off the east point of the bay, a little to the westward of two green hillocks on the main, you must bring this white point to bear north, and steer in directly for it; keep between it and the several islands that lie to the S. W. from it,

From this white point, the course into the bay is N. W. by N. keeping the east point on board, which is low. In this bay is plenty of timber, not only for erecting of stages, but large enough for building of shipping.

The S. W. point of the entrance into *Harbour La Cote*, called *Rose Blanche Point*, (near to which are rocks above water) is tolerable high, and the land near the shore over *Harbour La Cote* and *La Moine bay* is much higher than any land near them, by which they may be known. *La Moine bay* lies in N. N. E. $\frac{1}{4}$ E. $1\frac{1}{4}$ league, and is a quarter of a mile broad in the narrowest part. Off the east point are some small islands, and rocks above water. To sail into it, keep the west point on board until you have entered the bay, then edge over to the east shore, and steer up to the head of the bay, where there is good anchorage in 10 and 11 fathoms, and plenty of wood and water. Your course into *Harbour La Cote*, which lies at the west entrance into *La Moine bay*, is N. W. between a rock above water in the mouth of the harbour, and the west shore; as soon as you are within the rock, haul to the westward, into the harbour, and anchor in 8 or 6 fathoms water, and moored with a fast on shore; or you may steer into the arm, which lies in N. E. by N. from the harbour, and anchor in 20 fathoms, sheltered from all winds. *Harbour La Cote*, is a small snug harbour for small vessels, and well situated for a fishery, where there has been one for several years.

Round to the westward of *Rose Blanche Point*, is the harbour of the same name, a small snug harbour, well situated for a fishery, with good conveniences. The channel into the harbour is between the island lying off the west point, and *Rose Blanche Point*; you must give the island a good birth, because of some sunken rocks which lie on the east side of it, and keep the west side of a small island, which lies close under *Point Blanche*, close on board, and anchor within the N. E. point of the said island, in 9 fathoms water. To sail into the N. W. part of the harbour is dangerous, unless acquainted, by reason of several small islands, and sunken rocks in it.

Mull Face is a small cove 2 miles to the westward of *Rose Blanche Point*, wherein is anchorage for small vessels in 4 fathoms. Off the west point of the cove are two small islands, and several sunken rocks. The passage in, is to the eastward of the islands and sunken rocks.

Two leagues to the westward of *Rose Blanche Point* are the *Burnt Isles*, which lie close under the shore, and are not to be distinguished from it, behind which are shelter for small vessels, and good fishing conveniences. Off these islands are sunken rocks, some of which are half a mile from the shore.

Three leagues and a half to the westward of *Rose Blanche Point*, is *Conny bay*, and *Otter bay*; in the latter is good anchorage for shipping in 7, 8, and 9 fathoms, but it is dangerous going in, because of several sunken rocks without the passage, which in fine weather do not shew themselves.

West $\frac{3}{4}$ S. 4 leagues from *Rose Blanche Point*, are the *Dead Islands*, which lay close under the shore; in the passage between them and the main is good anchorage for shipping, in 6, 7, and 8 fathoms, sheltered from all winds, but it is very dangerous going in unless well acquainted, by reason of several sunken rocks lying in both the east and west entrance. The entrance from the eastward may be known by a very white spot on one of the islands; bring this white spot to bear N. W. by N. and steer in for it, keeping the rocks on the starboard hand nearest on board, and leave the island on which the white spot is on your larboard side. The west entrance may be known by a tolerable high white point on the main, a little to the westward of the islands; on the west part of this point is a green hillock; keep this white point close on board, until you are within a little round rock, lying close to the westernmost island at the east point of the entrance; then haul over to the eastward for the *Great Island*, (on

which is a high hill) and steer in N.E. by E. $\frac{1}{2}$ E. keeping the little rock before mentioned in sight.

From the *Dead Isles* to *Port aux Basque*, the course is west $\frac{1}{2}$ miles: Between them lie several small islands close under the shore, and sunken rocks, some of which are half a mile from the shore. *Port aux Basque*, which is a small commodious harbour, lies 2 $\frac{1}{2}$ leagues to the eastward of *Cape Ray*. To steer in for it, bring the *Sugar Loaf* over *Cape Ray* to bear N.W. $\frac{1}{2}$ W. or the west end of the *Table Mountains*, to bear N.W. Steer in for the land, with either of them as above, and you will fall directly in with the harbour, the S.W. point of which is of a moderate height, and white, called *Point Blanche*, but the N.E. point is low and flat, close to which is a black rock above water: in order to avoid the outer shoal (on which is 3 fathoms,) and which lies east $\frac{3}{4}$ quarters of a mile from *Point Blanche*, keep the said point on board, and bring the flag-staff which is on the hill, that is over the west side of the head of the harbour, on with the S.W. point of *Road Island*, and keeping in that direction will carry you in the middle of the channel, between the east and west rocks, the former of which always shew themselves, and which you leave on your star-board hand. You must continue this course up to *Road Island*, and keep the west point on board, in order to avoid the *Frying-Pan Rock*, which stretches out from a cove on the west shore, opposite the island; and as soon as you are above the island, haul to the N.E. and anchor between it and *Harbour Island*, where it is most convenient in 9 or 10 fathoms, good ground, and sheltered from all winds; this is what is called the *Road*, or *Outer Harbour*, and is the only anchoring place for men of war; but fishing ships always lie up in the *Inner Harbour*. To sail into it, you must steer in between the west shore and the S.W. end of *Harbour Island*, and anchor behind the said island, in 3 or 4 fathoms. In some parts of this harbour ships can lie their broadsides so near the shore as to reach it with a plank. This harbour hath been frequented by fishermen for many years, and is well situated for that purpose, and has excellent conveniences.

One mile to the eastward of *Port aux Basque* is *Little bay*, a narrow creek, lying in N.E. near half a league, wherein is room and depth of water sufficient for small vessels.

Two miles to the westward of *Port aux Basque* is *Grand bay*, in and before which are several islands and sunken rocks, the outermost of which are not above a quarter of a mile from the shore, on which the sea generally breaks. In this bay is anchorage for small vessels, but not water sufficient for large ships. From *Port aux Basque* to *Cape Ray*, the course is west 1 league to *Point Enragee*, then N.W. $1\frac{1}{2}$ league to the cape; off *Point Enragee* (which is a low point) and to the eastward of it are some sunken rocks one mile from the shore on which the sea breaks.

Cape Ray is the S.W. extremity of *Newfoundland*, situated in the latitude $47^{\circ} 37' N$. The land of the cape is very remarkable near the shore, it is low, and 3 miles inland is a very high *Table Mountain*, which rises almost perpendicular from the low land, and appears to be quite flat at top, except a small hillock on the S.W. point of it. This land may be seen in clear weather 16 or 18 leagues. Close to the foot of the *Table Mountain*, between it and the point of the cape, is a high round hill, resembling a sugar loaf, (called the *Sugar Loaf of Cape Ray*) whose summit is something lower than the top of the *Table Mountain*; and to the northward of this hill, under the *Table Mountain*, are two other hills resembling sugar loaves, which are not so high as the former; one or other of those *Sugar Loaf* hills are from all points of view seen detached from the *Table Mountain*. On the east side of the cape between it and *Point Enragee*, is a sandy bay, wherein shipping may anchor with N.W. northerly, and N.E. winds, but they must take care not to be surprized there with the S.W. winds.

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which blow right in and cause a great sea, and the ground is not the best for holding, being all a fine sand. Towards the east side of this bay is a small ledge of rocks, 1 mile from the shore, on which the sea does not break in fine weather. The best place for great ships to anchor is to bring the point of the cape to bear W. by N. and the high white sand hill in the bottom of the bay N. N. E. in 10 fathoms water, but small vessels may lie much farther in. You must take care not to run so far to the eastward as to bring the end of the Table Mountain on with the sand hill in the bottom of the bay, for fear of the ledge of rocks before mentioned. W. by N. 1/2 N. near 1 mile from the point of the cape, is a small ledge of rocks, whereon the sea always breaks; and 1 mile to the northward of the cape, close under the land, is a low rocky island, in the channel between the ledge and the cape; also between it and the island is 14 and 15 fathoms, but is not safe for shipping, on account of the tides, which run here with great rapidity. The soundings under 100 fathoms do not extend above 1 league from the land to the westward and northward of the cape, nor to the southward and eastward of it, except on a bank which lies off Port aux Basque, between 2 or 3 leagues from the land, whereon is from 70 to 100 fathoms good fishing ground. S. E. by E. 1/2 E. 8 leagues from Port aux Basque, in the latitude of 47° 14' N. is a bank whereon is 70 fathoms. Note,—The true form and extent of these banks are not yet sufficiently known to be described in the AMERICAN COAST PILOT.

From Cape Ray to Cape Anguille, the course is N. 16° W. distant 6 leagues; Cape Anguille is the northernmost point of land you can see, after passing to the northward of Cape Ray. In the country, over the cape is high Table Land, covered with wood; between the high land of the two capes, the land is low, and the shore forms a bay, wherein are the Great and Little Rivers of Cod Roy; the Great River, which is the northernmost, is a bar harbour, and will admit vessels of 8 and 10 feet draft at high water, and in fine weather. It is a good place for a salmon fishery, and for building of small vessels and boats, &c. there being plenty of timber. You may approach the shore between the two capes to half a league, there being no danger that distance off.

The island of Cod Roy lies 2 miles to the southward of Cape Anguille, close under the high land, it is a low, flat, green island, of near 2 miles in compass; it forms (between it and the main) a small snug harbour for fishing shallops, and is frequented by vessels of 10 and 12 feet draft, but they lie aground the greatest part of the time, there being not much above that depth of water in the safest part of the harbour at high water; the channel in is from the southward, wherein is 2 fathoms at low water. In that from the northward is not above 3 feet; this harbour is very convenient for the fishery, with good beaches for drying of fish.

In the road of Cod Roy is very good anchorage for shipping in 8, 7, and 6 fathoms, a clay bottom, sheltered from the N. W. northerly, and S. E. winds; the best place is to bring the south point of the island to bear west, and the point of the beach on the inside of the island, at the south entrance into the harbour on with a point on the main to the northward of the island, you will then be in 7 fathoms, and nearly half a mile from the shore. One league to the southward of Cod Roy is a high bluff point, called Stormy Point, off which stretches out a shoal half a mile; this point covers the road from the S. E. winds, and it is good anchoring any where along the shore, between it and the island.

The island of St. Paul lies S. 53° W. 13 1/2 leagues from Cape Ray in Newfoundland, and N. 42° E. 3 leagues from the north cape, in the island of Cape Breton, in the latitude 47° 12' 30" N. it is about 5 miles in compass, (including the small island at the N. E. end of it) with three high hills upon it, and deep water close to the shore all round.

Cape North is a lofty promontory at the N. E. extremity of the island *Cape Breton*, in the latitude of $47^{\circ} 5' N.$ the entrance into the gulf of *St. Lawrence* is formed by this cape and *Cape Ray*; they lie from each other N. $52^{\circ} E.$ and S. $52^{\circ} W.$ distant 17 leagues; in the channel between them is no ground under 200 fathoms.

A south east moon makes high water by the shore in most places, and flows up and down, or upon a perpendicular 7 or 8 feet; but it must be observed, that they are every where greatly governed by the winds and weather. On the sea coast between *Cape Chapeaurouge* and *St. Peter's*, the current sets generally to the S.W. On the south side of *Fortune bay* it sets to the eastward, and on the north side to the westward. Between *Cape La Hune* and *Cape Ray*, the flood sets to the westward in the evening, sometimes 2 or 3 hours after it is high water by the shore; but this tide or current (which is no where strong but at *Cape Ray*) is very variable, both with respect to its course and velocity, sometimes it sets quite the contrary to what might be expected from the common course of the tides, and much stronger at one time than another, which irregularities cannot be accounted for with certainty, but seem to depend mostly on the winds.

N. B. The *Burgeo Isles*, by an observation of the eclipse of the sun, on the 5th of August, 1766. are $3h. 50' 4''$, or $57^{\circ} 51' W.$ from the meridian of London.

From this observation the longitude of the following places are deduced, and their latitudes are from astronomical observations made on shore, except that of *Cape Race*, which was observed at sea; some one of those places being generally the first that ships make bound to southern parts of *Newfoundland*, or into the gulf or river of *St. Lawrence*, or from which they take their departure, at leaving those parts; it is hoped the determining their true position will prove useful to navigators.

	Latitude.	Longitude.
<i>Burgeo Isles</i>	$47^{\circ} 36' N.$	$57^{\circ} 51' W.$
<i>Cape Ray</i>	$47^{\circ} 37'$	$59^{\circ} 8'$
<i>Island of St. Paul</i>	$47^{\circ} 12'$	$59^{\circ} 57'$
<i>Cape North</i> , the N. E. extremity of <i>Cape Breton</i>	$47^{\circ} 5'$	$60^{\circ} 8'$
<i>Island of Scurie</i> , which lies off the S. E. point of } <i>Cape Breton</i>	$46^{\circ} 1'$	$61^{\circ} 57'$
<i>Island of St. Peter's</i>	$46^{\circ} 46'$	$56^{\circ} 5'$
<i>Cape Chapeaurouge</i> , or the Mountain of the Red Hat	$46^{\circ} 53'$	$53^{\circ} 17'$
<i>Cape Race</i>	$46^{\circ} 40'$	$52^{\circ} 38'$
<i>St. John's</i>	$47^{\circ} 34'$	$52^{\circ} 18'$

Directions for navigating the West Coast of Newfoundland.

N. B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass.

CAPE ANGUILLE lies 6 leagues to the northward of *Cape Ray*, N. E. by N. 17 leagues, from the island of *St. Paul*, and is in the latitude of $47^{\circ} 55' N.$ it is high land, covered with wood; 2 miles to the southward of this cape lies the small island and harbour of *Cod Roy* before described. From *Cape Anguille* to *Cape St. George*, the course is N. $\frac{3}{4}$ E. distant 11 leagues; these two capes form the bay of *St. George*, which lies in N. E. 18 leagues from the former, and east 15 leagues from the latter; at the head of this bay, on the south side round a low point of land, is a very good harbour, wherein is good anchorage in 8, 10 or 12 fathoms water. In several parts about this harbour are convenient places for fishing works, with large beaches, and good fishing

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ground in the bay, which early in the spring abound with fish, and formerly was much frequented; a very considerable river empties itself into the head of this bay, but it is not navigable for any thing but boats, by reason of a bar across the entrance, which lies exposed to the westerly winds. On the north side of this bay, before the *Isthmus* of *Port-a-Port*, is good anchorage in 7 or 8 fathoms water, with northerly winds; from off this place stretches out a fishing bank two-thirds across the bay, whereon is from 7 to 18 fathoms water, a dark sandy bottom.

Cape St. George lies in the latitude of 48° 28', it may be easily known, not only by its being the north point of the bay of the same name, but by the steep cliffs on the north part of it, which rises perpendicular from the sea to a considerable height, and by *Red Island* which lies 5 miles to the northward of the cape, and half a mile from the shore: This island is about 1 league in circuit, and tolerable high, and the steep cliffs round it are of a reddish colour. Under the N.E. end of the island, and before a sandy cove on the main, which lies just to the northward of the steep cliffs is anchorage in 12 or 14 fathoms water, where you are covered from the S.W. winds by the island, and from the southerly and easterly winds by the main, but there is no riding here with northerly and N.W. winds; this place formerly was much frequented by fishers.

From *Red Island* to *Long Point*, at the entrance into the bay of *Port-a-Port*, the course is N. 52° E. distant 7½ leagues. From *Red Island* to *Guernsey Island* in the mouth of the bay of islands, the course is N.E. ¼ N. 15½ leagues. From *Red Island* to *Cape St. Gregory*, the course is N.E. ¼ N. 20 leagues. From *Red Island* to the bay of *Ingornachoir*, the course is N.N.E. ¼ E. distant 48 leagues; and from *Red Island* to *Point Rich*, the course is N. 29° E. distant 48 leagues and 2 miles.

The land between *Kied Island*, and the entrance into *Port-a-Port*, is of a moderate height, or rather low, with sandy beaches, except one remarkable high hillock (called *Round-head*) close to the shore, and is 2 leagues to the N.E. of *Red Island*; but up in the country over *Port-a-Port*, are high lands, and if you are 4 leagues at sea, you will not discern the *Long Point* of land, which forms the bay of *Port-a-Port*: This bay is capacious, being near 5 miles broad at the entrance, and lies into the southward 4 leagues, with good anchorage in most parts of it. The west point of the bay (called *Long Point*,) is a low rocky point, from which stretches out a reef of rocks N.E. near 1 mile; S. E. by S. 4 miles from *Long Point*, and half a league from the east shore, lies *Fox Island*, which is small, but tolerable high; from the north end of this island stretches out a shoal near 2 miles to the northward, called *Foxes Tail*; nearly in the middle of the bay, between the island and the west shore, lies the middle ground, on one place of which near the S.W. end is not above 3 or 4 feet water, at low water; at the head of the bay, is a low point called *Middle Point*, it stretching out into the middle of the bay; from off this point is a shoal pit, which extends near 2 miles to the northward, part of which dries at low water: From the head of the east bay over to the bay of *St. George*, is a little more than a quarter of a mile: this *Isthmus* is very low with a pond in the middle of it, into which the sea washes in gales of winds from the southward at high tides. On the east side of the *Isthmus* is a tolerable high mountain, which appears flat at top, and rises directly from the *Isthmus*. on the north side of this mountain; and about 5 miles from the *Isthmus* is a conspicuous valley or hollow, which, together with *Fox Island*, serves as a leading mark for coming in and out of this bay, as is hereafter described: Two leagues to the N.E. from the entrance of this bay, and half a league from the shore lies *Shag Island*, which appears at a distance like a high rock, and is easy to be distinguished from the main; west 1 league from the *Shag Island* lies the middle of

Long Ledge, which is a narrow ledge of rocks stretching N.E. and S.W. 4 miles, the N.E. part of them are above water; the channel into the bay of *Port-a-Port*, between the S.W. end of this ledge, and the reef off the west point of the bay is 1 league wide. To sail into *Port-a-Port*, coming from the S.W. come not nearer the pitch of the *Long Point* of the bay, then $1\frac{1}{2}$ mile, or haul not in for the bay, until you have brought the valley in the side of the mountain before mentioned, (which is on the east side of the *Isthmus*) over the east end of *Fox Island*, or to the eastward of it, which will then bear S.S.E. $\frac{1}{2}$ E. you will be then clear of the *Long Point* reef, and may haul into the bay with safety; coming from the N.E. and without the *Long Ledge*, or turning into the bay in order to keep clear of the S.W. point of the *Long Ledge*, bring the *Isthmus* or the foot of the mountain, (which is on the east side of the *Isthmus*) open to the westward of *Fox Island*, near twice the breadth of the island, (the island will then bear S. $\frac{1}{2}$ E.) you may haul into the bay with this mark, and when *Shag Island* is brought on with the foot of the high land, which is on the south side of *Coal River*, and will then bear E. by N. $\frac{1}{2}$ N. you will be within the *Long Ledge*; there is a safe passage into the bay between the *Long Ledge* and the main, passing on either side of *Shag Island*, taking care to avoid a small round shoal which lies S.W. 1 mile from the island, on which is 2 $\frac{1}{2}$ fathoms water. To sail up to what is called the *West bay*, and into *Head Harbour*, (which are the safest anchorages, and the best places to wood and water at) keep the west shore on board, and in turning between it and the middle ground, observe on standing over to the middle to put about, as soon as you shoulden your water to 8 fathoms, you may stand to the spit of the middle point, to 6 or 5 fathoms. To sail up to what is called the *East Road*, which lies between *Fox Island* and the east shore; observe about 1 league N.E. from the island is a high bluff head, being the south part of the high land that rises steep directly from the shore, keep this head bearing to the southward of east until the *Isthmus* is brought to the eastward of *Fox Island*, which will then bear S.S.W. you will then be within the shoal, (called *Fox's Tail*) and may then haul to the southward, and anchor any where between the island and the main: To sail up to the east bay passing between the island and the east shore, observe the foregoing directions; and after you are above the island, come not nearer the main than half a mile until you are abreast of a bluff point above the island, called *Road Point*, just above which in 12 fathoms is the best anchorage with N.E. winds; and to sail up to this anchorage between the middle ground and the *Fox's Tail*, bring the said point on with the S.W. point of the island, this mark will lead you up in the fair way between the two shoals. What is called the *West Road*, lies before a high stone beach, about 2 miles within *Long Point*, where you ride secure with westerly and N.W. winds in 10 or 12 fathoms water, the said beach is steep too, and is an excellent place for landing and drying of fish, for which it has been formerly used; there is likewise a good place at the north end of *Fox Island* for the same purpose; and the whole bay and adjacent coast abound with cod, and extensive fishing banks lie along the sea coast.

From *Long Point*, at the entrance of *Port-a-Port*, to the bay of Islands, the direct course is N. 35° E. distant 8 leagues, but coming out of *Port-a-Port*, you must first steer north 1 or $1\frac{1}{2}$ league, in order to clear the *Long Ledge*, then N.E. by N. or N.E.; the land between them is of considerable height, rising in craggy barren hills directly from the shore. The *Bay of Islands* may be known by the many islands in the mouth of it, particularly the three named *Guernsey Island*, *Tweed Island* and *Pearl Island*, which are nearly of equal height with the lands on the main; if you are bound for *York* or *Lark Harbour* which lay on the S.W. side of this bay, and coming from the southward, steer in between *Guernsey Island* and the south head, either of which you may

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approach as near as you please; but with S.S.W. and southerly winds come not near the south head, for fear of calms and gusts of wind under the high land, where you cannot anchor with safety; you may sail in or out of the bay by several other channels formed by the different islands, there being no danger but what shews itself, except a small ledge of rocks which lies half a mile from the north *Shag rock*, and in a line with the two *Shag rocks* in one; if you bring the south *Shag rock* open on either side of the north rock, you will be clear either to the eastward or westward of the ledge: The safest passage into this bay from the northward, is between the two *Shag rocks*, and then between *Tweed island* and *Pearl island*. From *Guernsey island* to *Tortoise head*, (which is the north point of *York harbour*, and the S. E. point of *Lark harbour*) the course is S. by E. 5 miles; *Lark harbour* lies in S.W. near 2 miles, and is one third of a mile broad in the narrowest part, which is at the entrance. To sail into it with large ships keep the larboard shore on board, but with small vessels there is no danger, you may anchor with a bow point on the starboard side bearing west, N. W. or north, and ride secure from all winds.

From *Tortoise head* into *York harbour*, the course is S. W. near 1 league; between the said head and *Governor's island*, which lies before the harbour, is good room to turn, and anchorage all the way, but regard must be had to a shoal which spits off from a low beach point (called *Sword point*) on the west end of *Governor's island*; to avoid which, keep a good part of *Seal island* open to the northward of *Governor's island*, until you are above this point; in turning up the harbour, stand not nearer the next point on the island (off which it is flat) then to bring *Tortoise head* touching *Sword point*, the best anchorages is to keep *Tortoise head* open of the said point, and anchor in 10 fathoms along the sandy beach on the main; farther up within the island is too deep water for anchoring all the way through the passage within the island: This harbour is very convenient to wood and water at. W.S.W. and S.W. winds blow here sometimes with great violence, occasioned by the nature of the lands, there being a valley, or low land between this harbour and *Coal river*, which is bounded on each side with high hills; this causeth these winds to blow very strong over the low land.

Harbour island lies at the entrance of the river *Humber*, and S.E. 7 miles from *Guernsey island*, at the S. W. point of which is a small snug harbour (called *Wood's harbour*) wherein is 5 and 4 fathoms water, but the entrance is too narrow for strangers to attempt, and but two fathoms deep.

The river *Humber*, at about 5 leagues within the entrance, becomes narrow, and the stream is so rapid in places, for about 4 leagues up, to a lake, that it is with great difficulty a boat can be got up it; and at some times quite impracticable; this lake, which stretches N.E. ½ N. is in length 7 or 8 leagues, and from 2 to 5 miles broad: The banks of this river, and the shores of the lake are well clothed with timber, such as are common in this country. This river is said to abound with salmon, in which has been formerly a very great salmon fishery.

The *North* and *South Arms* are only long inlets, in which is very deep water until you come to their heads.

A little within the entrance of the *North Arm*, on the starboard side, is a small cove, wherein a vessel might anchor in 30 fathoms water; 1 league within the entrance of the *South Arm*, on the starboard side, is a sandy cove (being the second on that side) wherein is anchorage in 16 fathoms water, and a good place to wood and water at; haul into the cove until the west point of it is brought on with the north point of the entrance of this arm, and there anchor; if you miss laying hold of this anchoring ground, there is a very good harbour at the head of the S.E. branch of this arm; on the east side of *Eagle island*, between

the *North and South Arms* is anchorage in 8, 10, or 12 fathoms water: Under the north side of *Harbour island* is good anchorage with S. W. winds, at a quarter of a mile from the island you will have a muddy bottom: Opposite to the S. E. end of *Harbour island* on the south side of this bay is *Frenchman's cove*, wherein is good anchorage in 20, 16, or 12 fathoms water; it is very probable that none of these anchorages will ever be frequented by shipping; yet it necessary to point them out, as it may happen, that in coming into the bay with a gale of wind at S. W. it may blow so hard out of *York harbour*, that no vessel can carry sail to work into anchoring ground; at such times they will be glad to get to an anchor in any place of safety.

The *Bay of islands* has been much frequented formerly for the cod fishery, the best place for fishing ships to erect stages and keep boats, is in *Small harbour*, which lies a little without the *South head*, and the large beach on *Sword point* on *Governor's island*, is an excellent place for drying of fish.

From *Guernsey island* to *Bonne bay*, the course is first N. N. E. 6 leagues, then N. E. 3 leagues: The land near the shore from the north *Shag rock* to *Cape St. Gregory* is low, along which lay sunken rocks, some of which are a quarter of a mile from the shore, but a very little way inland, it rises into a mountain, terminating at top in round hills; from *Cape St. Gregory* to *Bonne bay*, the land rises in hills directly from the sea to a considerable height; *Cape St. Gregory* is high, and the northernmost land you can see, when coasting along shore between *Red island* and the *Bay of islands*.

Bonne bay may be easily known if you are not above 4 or 5 leagues off at sea by the lands about it, all the land on the S. W. side of the bay being very high and hilly, the land on the N. E. side, and from thence along the sea coast to the northward, is low and flat; but about one league up inland, are a range of mountains which run parallel with the sea coast; you cannot distinguish the low land if you are 6 or 7 leagues off at sea. Over the south side of this bay is a very high mountain, terminating at top in a remarkable round hill, which is very conspicuous when you are to the northward of the bay. This bay lies in S. E. two leagues, then branches into two arms, one tending to the southward and the other to the eastward, the best anchorage is in the southern arm; small vessels must anchor just above a low woody point (which is on the starboard side of the bay at the entrance into this arm) before a sandy beach, in 8 or 10 fathoms water, about a cable's length from the shore: but large ships must run higher up, unless they moor to the shore, they cannot anchor in less than 30 or 40 fathoms, but at the head of the arm, where there is but 24 fathoms; notwithstanding the great depth of water, you lay every where in perfect security, and very convenient to wood and water, there being great plenty of both. To sail into the east arm, keep the S. E. point, or starboard shore on board; short round that point is a small snug cove, wherein is good anchorage in 16 or 18 fathoms water, and moor to the shore; a little within the north point of this arm is a very snug harbour for small vessels, wherein is 7 and 6 fathoms water. In sailing in or out of this bay with S. W. winds, come not near the weather shore, for fear of being becalmed under the high land, or meeting with heavy gusts of wind, which is still worse, and the depth of water is too great to anchor.

From *Bonne bay* to *Point Rich*, the course along shore is N. N. E. distant 24 leagues; but in coming out of the bay, you must first steer N. N. W. and N. by W. for the first 3 leagues, in order to get an offing. Ten miles to the northward of *Bonne bay* is a pretty high white point, (called *Martin point*) three quarters of a mile right off from this point is a small ledge of rocks whereon the sea breaks: One league to the northward of *Martin point*, is a low white rocky point, (called *Broom point*) half a mile S. W. from this point lies a sunken rock that seldom shews itself. On the N. E. side of *Broom point*

lies the bay of *St. Paul*, wherein vessels may anchor with southerly and easterly winds, but lies quite exposed to the sea winds.

One league to the northward of the bay of *St. Paul* is a pretty high point of land (called *Cow head*) it will have the appearance of an island, being only joined to the main by a very low and narrow neck of land; three quarters of a mile off this heap lies *Steering island*, which is low and rocky, and the only island on the coast between the *Bay of islands* and *Point Rich*. On the south side of *Cow head* is *Cow cove*, wherein is shelter for vessels with easterly and northerly winds; and on the north side of this head is *Shallow bay*, wherein is water sufficient for small vessels, and good fishing conveniences; at the N. E. entrance into this bay are a cluster of rocky islands, which range themselves N. E. and S. W. and at the S. W. entrance are two rocks close to each other, which generally shew themselves; they lay a full cable's length from the shore, and there is a channel into the bay on either side of them. In sailing in or out of this bay, you may go on either side of *Steering island*, which lies right before it, but come not too near the N. E. end, there being sunken rocks off that end. This place is the best situated for a fishery of any on the coast, there being excellent fishing ground about it.

From *Steering island* to *Point Rich*, the course is N. 20° 45' E. distance 17 leagues: From *Shallow bay* to the south part of *Ingornachoir bay*, is nearly a straight shore all the way, and neither creek or cove, where a vessel can shelter herself from the sea winds; there are some small sandy bays where vessels may anchor with the land winds; 6 leagues to the northward of *Steering island*, and about half a mile inland, is a remarkable hill, (called *Portland*) it makes not unlike *Portland* in the English channel, and alters not in its appearance from any point of view.

Hawke's harbour and *Port Saunders* are safe and commodious harbours, situated in the bay of *Ingornachoir*, S. E. 2 leagues from *Point Rich*; at the entrance of these harbours lies an island (called *Keppel island*) which is not easily to be distinguished by strangers from the main; the channel into *Hawke's harbour*, (which is the southernmost) lies between the island and the south shore; on the starboard shore entering into this harbour, and opposite to the west end of the island, begins a shoal, which stretches up along that shore one mile, the middle of which runs out into the harbour two thirds the breadth thereof, great part of this shoal dries at low water: Your course into the harbour is east, keeping mid-channel, or rather nearest to *Keppel island*, until the east end thereof, (which is a low stone beach) bears N. by E. or N. then steer S. E. $\frac{1}{2}$ E. for a small island you will see up the harbour, keeping the N. E. or starboard shore pretty well on board, and steer for the said little island; as soon as you have brought the point at the south entrance of the harbour to bear W. by N. $\frac{1}{2}$ N. and are the length of the S. E. point of a bay which is on the starboard side of the harbour, you will then be above the shoal, and may anchor in 12 fathoms water, or you may run within half a mile of the small island and there anchor, where you will lay more convenient to take in wood and water. To sail into *Port Saunders*, there is not the least danger; leave *Keppel island* on your starboard side, and anchor as soon as you are half a mile within the entrance, in 10 or 11 fathoms water; but if you run up towards the head of this harbour, keep the starboard shore on board, in order to avoid a ledge of rocks which lies nearly in the middle of the harbour. This is the best harbour for ships to lay in that are bound to the southward, as the other is for those bound to the northward; all the lands near these harbours are in general low, and covered with wood; you may occasionally anchor without these harbours in the bay of *Ingornachoir*, according as the winds are.

Point Rich lies in the latitude of 51° 41' 30"; it is the S. W. point of a peninsula, which is almost surrounded by the sea, it is every where of a moderate

and pretty equal height, and is the most remarkable point of land along the west side of *Newfoundland*, it projecting out into the sea farther than any other, from whence the coast each way takes a different direction.

Two miles N.E. from *Point Rich* is the harbour of *Port-aux-Choix*, it is but small, yet will admit of ships of large burthen, but they must moor head and stern, there not being room to moor otherwise. To sail into it, keep the starboard shore on board, and anchor just above a small island which lies in the middle of the harbour. In this harbour, and in *Boat cove*, which lies a little to the northward, are several stages, and good places for drying of fish.

Round the N.E. point of the *Peninsula*, lies the harbour of *Old Port-aux-Choix*, which is a small but safe harbour, in the entrance of which lies a small island, called *Harbour island*, and between this island and the west point of the harbour, are rocks, some above, and some under water. To sail into this harbour on the west side of the island, keep the island close on board; but to sail in on the east side, give the N.E. point of this island a small berth; you may anchor any where on the S.E. or larboard side of the harbour, but come not near the N.W. or starboard side, there being a shoal of sand and mud all along that side.

From *Point Rich* to the *Twin islands*, (which are low, and the outermost islands in the bay of *St. John*) the course is N.N.E. distance 4 leagues, and from the *Twin islands* to *Point Ferolle*, the course is N.E. $\frac{1}{2}$ N. eleven miles.

The bay of *St. John* lies between *Point Rich* and *Point Ferolle*; there are in it a great many islands and sunken rocks; the only island of any extent is that of *St. John*, which lies N.E. 3 leagues from *Point Rich*; on the S.W. side of this island is a small harbour which seems not badly situated for the cod fishery, and it hath good conveniences for that purpose, but it is not a good place for shipping, they would be too much exposed to the S.W. winds, which send in a great sea. On the S.E. side of this island, opposite to the west end of *Head island*, is a small bay, wherein is anchorage in 16 or 14 fathoms water, and sheltered from most winds and is the only anchoring place in the whole bay.

From the south part of *Point Ferolle*, stretches out a ledge of rocks S.S.W. near one league; and along the shore to the river of *Castors*, (which is in the bottom of *St. John's bay*) are sunken rocks two miles off.

Over the middle of the bay of *St. John*, is high table land, which is very steep on that side next the bay, and terminates that chain of mountains which runs parallel with the sea coast from *Bonne bay*.

The course of the tides along this coast are greatly governed by the winds, but when not interrupted by strong gales of long continuance, a S.E. by S. or S.S.E. moon makes high water, and flows up and down, or upon a perpendicular, seven or eight feet.

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Directions for navigating on part of the N.E. side of Newfoundland, and in the Straights of Belle-Isle.

[N.B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass.]

ON the N.E. coast of Newfoundland, about 2 leagues from the main, are two islands, the northernmost of which is called *Groix*; the north end of this island is in the latitude of $51^{\circ}00'$ north; at about 2 miles distance from this north end, are some rocks high above water.

The harbour of *Croque* bears N. W. by W. half W. two leagues from the north end of *Groix island*; the entrance is not easily distinguished by strangers till you draw near it, then you will discover a small island, or rock, close to the south head of the harbour; you may stand boldly in with the land, there being no danger but what shews itself, and lies very near the shore; as soon as you are within the heads you will open the two arms, that to the S.W. is not safe to anchor in, being foul ground, and open to the N.E. winds; you may run up into the N.W. arm, until you are land-locked, and anchor where you please, from 16 to 10 fathoms water, every where very good ground. This is an excellent harbour, very convenient for the fishery, and plenty of wood and water.

From the north end of *Groix island*, along the coast to the *White islands*, the true course is N. by E. 12 leagues, but to give these islands and the *Braha* shoal a proper birth, make a N.N.E. course.

Between *Croque* and the bay of *Griguet*, are several good harbours, with excellent fishing conveniences, particularly *Great and Little St. Julian's*, *Grandsway*, *Waterman's*, *Arm*, *Zealot*, *Fishot*, *Goose*, *Crimilicere*, *St. Anthony*, and *St. Lunan*, which are not yet accurately described; there is no danger on the coast but what lies very near the shore, except the small shoal of *Braha*, which lies directly off the bay of the same name, 4 miles from the land, on which the sea breaks in bad weather.

The bay of *Griguet* is situated on the N. E. coast of *Newfoundland*, in the latitude of $51^{\circ} 32'$ north; it is formed by *Stormy cape* to the north, and *White cape* to the south, and contains several good harbours for shipping of all kinds, wherein are many fishing conveniences.

Camel island lies in *Griguet bay*, is very high in the middle, like the back of a camel, and in sailing along the shore is difficult to be distinguished from the main.

The *North harbour* lies within *Stormy cape*, at the entrance of which is a rock above water; you may go on either side of this rock, it being bold too all round, and anchor near the head of the harbour, in 6 fathoms water; in the entrance that leads to the N. W. and S. W. harbours, is a small rocky island, which makes the passage into these harbours narrow; the safest passage is to the northward of this island, giving the point at the entrance of the N.W. harbour a little birth; as soon as you are within the island you will open the two harbours; that of the N.W. which is the largest, runs in N.W. near two miles; to sail up to the head of the harbour, the west side is the safest; you will at first have 14, 16, and 18 fathoms water, and after you are a little within the point, will meet with a bank, wherein is 7 and 8 fathoms; being over it, you will again have 16 and 17 fathoms, and as you approach the head, will shoalen your water gradually to five fathoms, every where good anchoring, and sheltered from all winds.

The S.W. harbour runs in near two miles behind *Camel's island*, it is but a narrow arm, and hath in it from ten to four fathoms water; there is a shoal at the entrance, but neither it or the harbour are yet sufficiently examined, to give any direction about it here.

The two islands of *Griguet* lay on the outside of *Camel's island*, and together form between them several small, but very snug harbours for fishing vessels.

From *Stormy cape* to *Cape de Grat*, on the island of *Quirpon*, is N. by E. distant 3 miles and a half; between which is the harbour of *Little Quirpon*, formed by the island of that name; there is no danger going in; but the shore itself; it is a small, safe, snug harbour, where fishing ships moor head and stern.

Quirpon island, which is the S. E. point that forms the entrance of the *Straits of Belle-Isle*, is barren and mountainous; *Cape de Grat* on the S. E. side, and the highest part of this island may be seen in clear weather twelve leagues.

White islands lay between *Griguet* and *Cape de Grat*, about two miles and a half from the land, they are but small, and of a moderate height; on the inside of them are some rocks, both above and under water, but not dangerous, as they discover themselves even in fine weather; and the passage between them and the main, which is half a league wide, is very safe.

De Grat and *Pidgeon coves* lay on the S. E. side of the island of *Quirpon*, and to the northward of *Cape de Grat*, in the mouth of which are some small islands, and rocks above water; behind these islands are shelter for shipping, in four fathoms water, and convenient places for fishing.

The passage into *Great Quirpon harbour* is on the N. W. side of the island of the same name, between it and *Graves' island*, which is an island in the mouth of the harbour; in approaching the entrance, you may make as free as you please with the island *Quirpon*, there being no danger but what shews itself, until you come to the entrance of the harbour, where there are shoals on your larboard side, which you avoid by keeping *Black head*, upon *Quirpon*, open of all the other land, until *Cape Raven* is brought over *Noddy point*, then haul in for the harbour, keeping about half a cable's length from the point of *Graves' island*; it is every where good anchoring within the said island, and room and depth of water for any ships, and good ground; the best place is in 9 fathoms water, up towards the upper end of *Graves' island*, abreast of *Green island*, which lies about the middle of the harbour: The passage to the inner harbour, on either side of *Green island*, is very good for ships of a moderate draft of water, through which you will carry 3 fathoms; and above the island is exceeding good anchoring, in 7 fathoms; there is a passage into this place through *Little Quirpon*, but it is too narrow and intricate for vessels to attempt, unless well acquainted: In and about *Quirpon* are excellent conveniences for a great number of ships, and good fishing grounds about those parts: All the land about *Griguet* and *Quirpon*, is mountainous, and appears a barren rock.

Noddy harbour, which lies a little to the westward of *Quirpon*, runs in S. S. W. between *Noddy point* and *Cape Raven*, which form the entrance of the harbour; there is no danger in going in; the passage is on the west side of a small island, that lies about three quarters of a mile within the heads, and you anchor as soon as above it, in 5 fathoms water; or with small vessels you may run up into the bason, and anchor in 2½ or 3 fathoms; within the island, on the east side of the harbour, is a stage, and very convenient rooms for many fishing ships.

In turning up towards *Quirpon* and *Noddy harbour*, you may stand pretty near to the *Gull rock* and *Maria ledge*, which are above water, and both of them about half a league from the land of *Quirpon*; the passage between them is also half a league wide, and very safe, taking care only to keep near to *Gull rock*, to avoid the N. W. ledge, which ledge does not appear but in bad weather; in the passage between the N. W. ledge and the main, are many rocks and shallow water.

The course from *Bauld cape*, which is the northern extremity of *Quirpon*, to the *Great Sacred island*, is west two leagues; this course will carry you the same distance without *Gull rock*, as you pass without *Bauld cape*. *Little Sacred island* lies E. S. E. from the *Great island*, one mile; the passage between them is very safe, and you may sail round them both; they are high and bold: Within them, to the S. W. is *Sacred bay*, which is pretty large, wherein are a great number of small islands and rocks above water; the land at the

bottom of this bay is covered with wood: This place is only resorted to for wood for the use of the fishery at *Quirpon*, *Griguet*, and places adjacent, where wood is scarce.

From *Great Sacred island* to *Cape Norman*, the course is west 13 miles, and to *Cape Onion*, is S.W. by W. two miles; this cape is the north point of *Sacred bay*, it is pretty high and steep, near to which is a very remarkable rock, called the *Mewstone*; to the southward of the *Mewstone* is a small cove, where a vessel may lie in safety.

From *Cape Onion* to *Burnt cape*, the course is W. S. W. distance five miles; the shore between them is bold, and of a moderate height; *Burnt cape* appears white, and rises gradually from the sea to a tolerable height: On the east side of the cape lies the entrance to the bay *Ha-ha*, which runs in S.S.W. 2 miles; when without *Burnt cape*, you may anchor in 6 or 7 fathoms, open only to the N. E. winds; or you may run up into the harbour, where you lie land-locked in 3 fathoms: Here is good conveniences for fishing ships, and plenty of wood for their use. *Cape Norman* from *Burnt cape* bears N. W. by W. $\frac{1}{4}$ W. 7 miles: Between them is the bay of *Pistolet*, which runs in S. S. W. and extends several miles every way, with good anchoring in most parts of it, particularly on the west side, a little above the islands, which lie on the same side, in 5 fathoms water: The shore about this bay is tolerably well covered with wood; boats frequently come here for wood from *Quirpon*.

Cook's harbour is small, and lies within the islands, at the N. W. part of *Pistolet bay*, and two miles to the S. E. of *Cape Norman*; to sail into it, you must take care and give the *Norman* ledges, which lie E. N. E. 1 mile off the north point, a good birth: In going along shore, the mark to keep without these ledges is, to keep all the land of *Burnt cape* open without the outermost rocks, which lie on the south side of the entrance to this harbour; if you are going in, as soon as you judge yourself to be to the southward of the *Norman* ledges, you must steer in for the harbour, leaving the islands on your larboard side; you must keep the south shore close on board, for fear of a ledge of rocks which spits out from a small rocky island on the other side; as soon as you are within that island, you must haul over for the north shore, and anchor in 4 or 5 fathoms water. In this harbour might be made several very convenient fishing-rooms, and in the coves between it and *Cape Norman*, might be built stages for the boats to resort to, and to cure fish.

Cape Norman is the northernmost point of land in *Newfoundland*, lies in the latitude of $51^{\circ} 38' 25''$ N. is of a moderate and even height, and a barren rock for some miles in the country: From *Cape Norman*, a W. S. W. course, between 9 and 10 leagues, will carry you a league without *Green island*; all the shore between them is bold, and of a moderate and equal height for several miles into the country; but a good way inland, is a chain of high mountain lying parallel with the coast: Between 3 and 4 miles to the westward of the cape is a cove, wherein small vessels and boats may lie very secure from all winds, except N. E. from this place to *Green island* there is no shelter on the coast. In turning between *Cape Norman* and *Green island* in the night, or foggy weather, you may stand in for the land with great safety, into 25 fathoms water, until you are nearly the length of *Green island*: you will then have that depth of water very near the shore, and likewise on the outside of the island itself.

Green island lies three quarters of a mile from the main, is two-thirds of a mile in length, very low, narrow, and agreeable in colour to the name it bears; from the east end stretches out a ledge of rocks, three quarters of a mile to the eastward, whereon the sea breaks in bad weather: The channel between the island and the main, wherein is 4 and 5 fathoms water, is very safe, and where vessels may anchor if they find occasion: The only winds

that can make a sea here, are from the W. S. W. and E. N. E. to go in from the westward, keep the point of the island on board for the deepest water, which is 4 fathoms, and going in from the eastward, keep the main on board; The distance from this island to the opposite part of the coast of *Labradore*, called *Castles*, or *Red Cliffs*, doth not exceed three leagues and an half; they bear from each other N.W. and S.E. and is the narrowest part of the *Streights of Belle-Isle*.

From *Green island* to *Flower ledge* (which lies near half a league from the shore) a W. S. W. course, 3 leagues, will carry you half a league without the ledge; from *Flower ledge* to the bay of *St. Barbe*, the course is S. S. W. five miles, and to point *Ferolle*, S.W. $\frac{1}{2}$ S. 7 leagues: Five miles to the westward of *Green island* is *Sandy bay*, wherein small vessels might ride in 3 and 4 fathoms water, with southerly and S.W. winds: Between *Green island* and *Sandy bay* is *Double ledge*, which stretches off from the shore near half a mile, whereon is 8 and 9 feet water.

Savage cove, which is two miles to the westward of *Sandy bay*, is small, will admit only small vessels and boats, in the mouth of which is a small, low island; the passage in (which is very narrow) is on the east side of the island; and you must anchor as soon as you are within it, in $2\frac{1}{2}$ and 2 fathoms water: One mile to the westward of this cove is *Mistaken cove*, which is something larger than *Savage cove*, but not near so good, being shoal water in every part of it. *Nameless cove* lies one mile farther to the westward, wherein is very shoal water, and several sunken rocks: One mile right off from the east point of this cove lies *Flower ledge*, part of which just appears at low water; you will have ten fathoms water close to the off side of it: Between it and *Mistaken cove*, half a mile from the land, lies *Grenville ledge*, whereon is six feet water. *Flower cove*, (wherein is $2\frac{1}{2}$ fathoms water) lies just to the southward of *Nameless cove*; it may be known by some white rocky islands, called *Seal islands*, lying a little to the westward of it; you must not come too near the outermost of these islands, for fear of some sunken rocks near it. A little within the entrance lies a rock above water, and a channel on each side of it, this cove lies in east, as does *Nameless cove*, and you must mind not to mistake one for the other: Between *Seal islands* and the main is a passage for boats, and conveniences for a seal fishery.

From *Seal islands* to *Anchor point*, which is the east point of the bay of *St. Barbe*, the course is S. W. by S. one league; there is no danger but what lies very near the shore, until you are the length of the point, where lies a rocky island, from which stretches out a ledge of rocks S. S. W. one third of a mile, which you must be mindful of in going in or out of the bay of *St. Barbe*. A little within *Anchor point*, is *Anchor cove*, wherein is 3 fathoms water; it is so very small, that there is no room in it to bring a ship up, unless it be little wind, or calm; the safest way is to anchor without, and warp in; there is room in it for one ship, and is a very snug and convenient place for one fishing ship, and for a seal fishery.

The bay of *St. Barbe* lies between *Anchor point* and *St. Barbe point*, which is the S.W. point of the bay; they lay from each other S. by E. and N. by W. half a league; it lies in S.E. about two miles from *Anchor point*: To sail into the bottom of the bay or harbour, you must give *Anchor point* a good birth, and all the east side of the bay, to avoid the sunken rocks which lay along that shore; the bay will not appear to be of any depth, and you must be well in before you can discover the entrance into the harbour, which is but narrow; you must therefore in S.S. E. keeping in the middle of the channel, and anchor as soon as you are within the two points, in a small cove, on the west side, in five fathoms water; the bottom is sand and mud, and you lay land-locked. Near this place branches out two arms or rivers, one called the

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south and the other the east; in the east river is 3 fathoms water a good way
up, but the other is shoal; in these rivers are plenty of salmon, and their
banks are stored with various sorts of wood. Between the S.W. point of the
bay and west point of the harbour is a cove, wherein are sunken rocks, which
stretch off a little without the line of the two points; in the open bay is
7, 8, and 9 fathoms water, but no safe anchorage, because of the N.W. and
W. winds, which blow right in, and cause a very great sea.

About one league to the S.W. of the bay of *St. Barbe* lies the bay of *St. Genevieve*; in and before this bay lie several small islands, two only of which
are of any considerable extent; the northernmost of these two, which is the
largest, called *Current island*, is of a moderate height, and when you are to the
N. E. of it, the west point will appear bluff, but is not high; if to the west-
ward, it will appear flat, and white like stone beach; near half a mile S.W.
b. S. from this point is a shoal, upon which is 3 fathoms water; the other
island (called the *Gooseberry island*) lying to the southward, (and within *Cur-*
rent island) hath a cross on the S.W. point of it, from which point stretches
out a ledge of rocks, near half a mile to the southward; on the south point of
this ledge is a rock that just covers at high water; the best channel into the
bay is to the southward of these islands, between the rocks above-mentioned,
and a small island lying south from it, (which island lies near the south shore)
this channel is very narrow, and hath not less than 5 fathoms at low water in
it; the course in is E. b. N.; before you come the length of the afore-mentio-
ned rock, you must be careful not to approach too near the S.W. end of *Goose-*
berry island, nor yet to the main, but keep nearly in the middle between both;
if you get out of the channel on either side, you will immediately fall into 3
and 2 fathoms water; as soon as you are within the small island above-men-
tioned, you must haul to the southward, and bring *St. Genevieve head*, (which
is the S.W. point of the bay) between the small island and the main, in order
to avoid the middle bank; you may either anchor behind the small island, in
5 and 6 fathoms water, or steer over with the said mark into the middle of the
bay, and anchor, with the S.W. arm open, in 7 and 8 fathoms water; it is
very good anchoring in most parts of the bay, and pretty convenient for wood-
ing and watering; the snugest place is in the S.W. arm, the channel going
into which is narrow, and 4 fathoms deep. There is a channel into the bay
between *Current island* and *Gooseberry island*, wherein is not less than 3 fath-
oms water, it is but narrow, and lies close to the N. E. end of *Gooseberry*
island; there is also a channel for boats to the eastward of all the islands.
The middle bank is a shoal lying in the middle of the bay, and nearly dries at
low water, it is pretty large, and hath not less than 4 fathoms water all
round it.

Four miles to the westward of the bay of *St. Genevieve*, is the harbour of
Old Ferolle, which is a very good and safe harbour, formed by an island called
Ferolle island, lying parallel with the shore. The best passage into this har-
bour is at the S.W. end of the island, passing to the southward of a small
island in the entrance, which island is very bold too: When you are within
this island you must haul up N.E. and anchor behind the S.W. end of *Ferolle*
island, in 8 and 9 fathoms water, where you lie land-locked in good ground:
you may also anchor any where along the inside of the said island, and find a
good channel up to the N.E. end thereof, where there is an exceeding good
place for fishing ships to lie in, like a bason, in 5 and 6 fathoms water, formed
by three islands, lying at the N.E. end of *Ferolle island*; there is also a nar-
row channel into this place from the sea, of 2 fathoms at low water, between
the northernmost of these islands and the main; here is convenient places for
many fishing ships, and plenty of wood and water; on the outside of these
islands are some ledges of rocks a small distance off.

From the S.W. end of *Ferolle island* to *Dog island* is W.S.W. between 4 and 5 miles; *Dog island* is only divided from the main at high water, is much higher than any land near it, which makes it appear when you are a good way to the eastward to be some distance from the main.

From *Dog island* to *Point Ferolle* is W.S.W. 3 miles; between them is the bay of *St. Margaret*, which is large and spacious, with several arms and islands in the bottom of it, abounding with great plenty of timber of the spruce and fir kind, and watered by small rivers; it affords good anchorage in many parts of it, particularly on the west side, which is the best place, as being the clearest of danger, and most convenient for wood and water.

Between *St. Margaret's bay* and *Point Ferolle*, is a small bay called *New Ferolle*, which lies in S.S.W. about one mile, and is quite flat all over, having not quite 3 fathoms in any part of it, and in some places not more than 2, and open to the N.E. winds; there is a stage on each side of the bay, and room for as many more.

Point Ferolle is situated in latitude $51^{\circ} 02' N.$ is 2 miles in length, of a moderate height, and joins to the main by a low neck of land, which divides *New Ferolle bay* from the bay of *St. John's*, which makes it appear like an island at a distance; all the north side of the point is very bold too, having 20 fathoms water very near it; but from the S.W. part stretches out a ledge of rocks into the bay of *St. John's*.

This part of the coast may be easily known by a long table mountain, in the country above the bay of *St. John's*: the west end of this mountain, from the middle of the point *Ferolle*, bears S. by E. and the east end, S. $59^{\circ} 30' E.$

In turning between *Green island* and point *Ferolle*, you ought not to stand nearer the shore (until you are to the westward of *Flower ledge*) than half a league, unless well acquainted; you will have for the most part, at that distance off, 20 and 24 fathoms water; after you are above the ledges, that is to the westward of them, the shore is much bolder, but the soundings not quite so regular; you will have in some places 15 and 16 fathoms water close to the shore, and in others not above that depth 2 miles off: the land between *Green island* and *St. Barbe*, next the sea, is very low, and in some places woody. The land between the bay of *St. Barbe* and point *Ferolle* is higher and hilly, the most part covered with wood, and watered with numbers of ponds and small rivers.

The tides in the harbour of *Griguet*, *Quirpon*, and *Noddy harbour*, flows full and change about E. by N.; in the bay of *Pistolet*, and places adjacent, E. by S.

In all which places it flows up and down, or upon a perpendicular; spring tides 5 feet, and neap tides 3 feet.

At *Green island*, S. E. bay *St. Barbe*, and bay *St. Genevieve*, S. S. E. *Old end New Ferolle*, about S. by E.

In all which places it flows up and down, or upon a perpendicular; spring tides 7 feet, and neap tides 4 feet.

Before *Quirpon*, in settled weather, the tide or current sets to the southward nine hours out of twelve, and stronger than the other stream; in the straits the flood in the evening sets to the westward two hours after, it is high water by the shore, but this stream is subject to alteration in blowing weather.

On the coast of *Labradore*, a little way inland from *Labradore harbour*, or *Bay Philippeaux*, is a very remarkable mountain, forming at the top three round hills called *Our Lady's Bubbles*. This mountain bears from the bay of *St. Barbe* N. W. $\frac{1}{2}$ N. from the bay of *St. Genevieve* N. 30° W. and from *Dog island* N. $14^{\circ} 45' W.$

Belle-Isle, which lies at the entrance of the straits to which it gives name, is about 7 leagues in circuit, and pretty high; on the N. W. side of it is a very small harbour, fit for small craft, called *Lark harbour*, within a little island that lies close to the shore; and at the east point of the island is a small cove, that will only admit fishing shallops; 2 miles N. by E. from this point lies a ledge of rocks, part of which appears above water, and on which the sea always breaks very high; you will have 20 fathoms close to this ledge, and 55 fathoms between it and the island; all about this island is irregular soundings, but you will not find less than 20 fathoms home to the island, excepting on a small bank lying N. W. 4 miles from the N. E. end, whereon is only 5 fathoms.

Red bay, on the coast of *Labradore*, about 8 leagues to the westward of *Chateaux*, is an exceeding good harbour, with excellent conveniences for the fishery.

York, or *Chateaux bay*, on the coast of *Labradore*, lies W. N. W. $\frac{1}{2}$ W. $5\frac{1}{2}$ leagues from the west end of *Belle-Isle*, and N. W. $\frac{1}{2}$ N. $8\frac{1}{2}$ leagues from the island of *Quirpon*. In crossing the straits from *Quirpon* to *Chateaux bay*, it is advisable to fall in with the coast a little to the westward of the bay, unless the wind be easterly, and clear weather, as there is not the least danger to the westward, but to the eastward are several low rocky islands. This bay may be known by two very remarkable rocky hills on *Castle* and *Henley* islands, which islands lay in the mouth of the bay; those hills are flat at top, and the steep cliffs round them have something the resemblance of castle walls; but as these hills are not distinguishable at a distance, because of the high land on the main within them, the best marks for knowing the bay, when in the offing, is as follows; all the land to the westward of it is high, of a uniform even figure, terminating at the west side of the bay with a conspicuous nob or hillock; about *Chateaux bay*, and to the eastward of it, is hilly, broken land, with many islands along shore, but there is no islands to the westward of it; to sail into the bay, you leave both the islands on which stand two castle hills, on the starboard side; and for large ships to keep clear of all danger, they must keep *point Grenville* (which point is known by a beacon upon it) on with the west point of *Henley island*, (which point is a smooth black rock, and may be known by a small black rock just above water, about a cable's length without it) until you are a-breast of the east point of *Whale island*; then to avoid the middle rock, on which is only 9 feet, and which lies nearly in the middle between the east point of *Whale island* and the said black point of *Henley island*, you must haul over either close to the little black rock, lying off the said point of *Henley island*, or else borrow on the *Whale island*, but not too near it, it being flat a little way off; when you are so far in as to open the narrow passage into *Temple bay*, in order to sail up into *Pitt's harbour*, haul to the westward, until you bring the outer point of *Castle island* a little open with *Whale island*; that mark will lead you up into *Pitt's harbour*, which is large and spacious, with a good bottom in every part of it, and covered from all winds; you lie in 10 or 14 fathoms; here is excellent conveniences for the fishery, and plenty of timber at hand; formerly ships from France carried on a most valuable fishery at this place for whale, cod and seals. There is a good, though narrow passage into the northward of *Henley island*, through which you carry 3 fathoms and a half water; 1 mile to the eastward of *Henley island* lies *Seal islands*, from them to *Duck island*, is $3\frac{1}{2}$ miles; between *Seal islands* and *Duck island* is *Bad bay*, which is open to the easterly winds, and full of rocks, some above and some under water.

Crossing the straits from *Quirpon* to *Chateaux*, you will meet with irregular soundings, from 20 to 30 fathoms on the *Newfoundland* side, and in places

near the shore you will have 30 to 40 fathoms; in the middle of the straits in the stream of *Belle-Isle*, is from 20 to 30 fathoms, and between that and *Chateaux bay* from 45 to 80 fathoms; within a mile of the coast of *Labradore*, to the westward of *Chateaux bay*, you will have 25, 30, and 35 fathoms; further up the straits, as far as *Cape Norman* and *Green island*, you will have 40 and 45 fathoms in the middle, less towards *Newfoundland*, and more towards the coast of *Labradore*.

About 7 miles to the eastward of *Seal islands*, is *St. Peter's islands*, a parcel of small barren rocks; within them is *St. Peter's bay*, which is a good bay, open only to the S.E. winds.

Cape Charles makes with a high steep towards the sea, and sloping inland, so that when you are to the westward of *Chateaux*, *Cape Charles* will make like an island.

From *St. Peter's islands* to *Cape Charles island* the course is N. E. $\frac{1}{2}$ N. distance near 4 leagues; between them lies *Niger sound*, which is an inlet 2 leagues deep, before which lies several islands. You may pass to the northward or southward of any of those islands into the sound; the course in is N.W. the best anchorage is on the north side, in 9 fathoms water.

From *Cape Charles* to the *Battle islands*, (which are the outermost of the *Caribou islands*) the course is N. by E. $\frac{1}{2}$ E. 4 miles, and from the northernmost of the *Battle islands* to *point Lewis*, is N.N.W. $\frac{3}{4}$ W. 5 miles; between the *Battle islands* and the *great Caribou island* is a good harbour for small vessels; the south entrance is very narrow, and has only 3 fathoms water; this entrance is not easily distinguished, by reason of a small island before it; the north entrance is much wider, passing to the westward of the three small northernmost of the *Battle islands*; you may anchor from 5 to 10 fathoms water. This place is much resorted to by the savages, and is by them named *Ce-tuc-to*; and *Cape Charles* they call *Ikegaucheneuc*.

Between the *Caribou islands* and *Cape Lewis*, lies *St. Lewis' bay*, in which are many islands and inlets which have not yet been examined.

From the north part of *Cape Lewis*, at a quarter of a mile from the shore, are two flat rocks, and also several sunken rocks, all which are within that distance from the shore; round this point is the entrance of a small cove, running in S.S.W. half a mile, named *Deep-water creek*, but very narrow, and has from 20 to 40 fathoms water in it.

From the north part of *point Lewis* to the south head of *Petty-harbour bay*, the course is north $1\frac{1}{2}$ miles; it is a high bold shore; from the south head to the north head of this bay, the course is N. $\frac{1}{4}$ E. $1\frac{1}{2}$ miles; this bay runs up W.N.W. 1 mile; in it is 20 to 40 fathoms water. At the bottom of it is *Petty harbour*; the entrance is to the northward of a low point of land which shuts the harbour in from this sea, so as not to be seen till very near it; the entrance is very narrow, it is not above 50 fathoms broad, there is 5 fathoms in the middle, and 3 fathoms close to the sides; the narrow part is but short, and after you are within the entrance the harbour becomes wider, running up W. by N. $1\frac{1}{2}$ miles, and a third of a mile broad, wherein ships may anchor in any part, from 12 to 7 fathoms, and lie entirely land-locked. From the north head of *Petty harbour bay* to *point Spear*, the course is N. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles; between them is *Barren bay* and *Spear harbour*; *Barren bay* is to the northward of the north head of *Petty harbour bay*, in it is no shelter.

Spear harbour is to the southward of *Spear point*; this is a very good harbour; coming from the northward, about *point Spear*, you will open two islands in the bottom of a small bay; the best passage in, is between the two islands, and to keep the north island close on board, there is 4 fathoms along side of it; after you are half a cable's length within the islands, steer for the middle of the harbour, and anchor in 7 or 8 fathoms, where is good room to

moor; small vessels may go on either side of the islands; there is 2 fathoms at low water; but observe in coming from the southward, you will only distinguish one island, for the northernmost island will be shut in under the land so as not to be discerned till you get within the heads.

From point *Spear* to the entrance of the *Three harbours*, the course is W. N.W.; about 3 miles between them are several small high islands lying within half a mile of the shore, called *Spear islands*; they are all bold too, and there is 20 fathoms within them; N.N.E. $\frac{1}{2}$ E. from the S.E. head of the entrance of the *Three harbours*, lies two small islands, close together, called *Double island*, about as high as they are broad, and about half a cable's length to the eastward of those islands are two sunken rocks, on which the sea breaks in bad weather. Nearly in the middle of the entrance of the *Three harbours* lies two islands close together, which mostly appear as one island, by being so close together, they are steep too; ships may pass on either side of them in 12 and 14 fathoms, and anchor within them, in *Queen road*, in 16 fathoms; by the S. E. end of the islands is the widest passage, and room for ships to work in or out.

The first and southernmost harbour within *Queen road*, is *Sophia harbour*; it runs up S. by E. $1\frac{1}{2}$ miles, and has from 15 to 10 fathoms water for that distance; then it tends away round a low point to the eastward, and becomes a mile broad, but thence is very shoal water, and only fit for small vessels.

Port Charlotte is the middle harbour, and a very good one for any ships; there is a low flat island on the starboard side of the entrance, and from this island runs a reef of rocks a third of the channel over to the south side, to avoid which keep the south side nearest on board, for it is steep too, having 9 fathoms close to the shore, therefore keep the south side nearest until you are a quarter of a mile within the entrance, then you may anchor in any part of the harbour, between 12 and 17 fathoms, only giving the starboard side a birth of half a cable's length, to avoid a small reef that lays along that side.

Meeklinburgh harbour is the northernmost of the three, and lies up N. W. $\frac{1}{2}$ W. and W.N.W. 2 miles; in the lower part of this harbour is 20 fathoms, but in the upper part is no more than 12 fathoms room for ships to moor; to sail up to the head, keep the larboard side nearest, to avoid the ledge of rocks that lay along the starboard side, about 30 fathoms from the shore. These rocks lay within the narrowest part of the harbour, and above the low point on the starboard side; the best anchorage is at the head of the harbour.

From the islands at the entrance of the *Three harbours* to *Cape St. Francis*, the course is N. $\frac{1}{2}$ E. about 5 miles; between them is the entrance into *St. Francis* or *Alexis river*, between two low points about a mile across; this river runs up about 10 leagues, where the water is fresh, and a very strong tide; in it are many bays, harbours, and islands; the first part of this river runs up W.N.W. 3 miles and a half. There are four islands within the entrance, two of which are on the larboard side, and further up, two on the starboard side; the outermost island on the larboard side, which is about a mile within the entrance, is a high round island in the shape of a sugar-loaf, with the top part cut off, and is a very good mark to sail in by; there is a ledge of rocks about half a cable's length from the S.E. point of the entrance; and E.S.E. half a mile from the said point, there is a flat rock, always above water, with a ledge of sunken rocks half a cable's length to the N.E. from it, and half a mile without this flat rock, on the same line with the point, there is another flat island with a ledge of sunken rocks a cable's length to the N.E. from it. In sailing into this river, to avoid these ledges, keep to the northward of the flat islands, till you bring the *Sugar loaf island*, which is within the river, a third of the channel over from the S. E. point; that mark will

keep you clear of the ledges, and to the northward of them you may either sail or work in, taking care not to shut the *Sugar-loaf island* in with the N.W. point, and bring it no nearer the S.E. point than a third of the breadth of the channel; after being within the points, there is no danger but what is to be seen; there is anchorage within the two islands, on the larboard side, in 12 and 14 fathoms, but you will lay open to the N.E.; the best place to anchor within the first part of the river, is in *Ship's harbour*, which is on the larboard side, about $2\frac{1}{2}$ miles from the entrance, where the course into it is S.S.W. $1\frac{1}{2}$ miles; at the entrance it is a third of a mile broad, at the head it is broader; there is 12 and 15 fathoms water, and good anchorage in security against all winds; at $3\frac{1}{2}$ miles from the entrance the course of the river is W. by S. 7 miles, in the middle of it are several great and small islands; Sailing up along the south side of the islands there is no danger, and not less than 40 or 50 fathoms water, but on the starboard, or north side of the islands there is much less water, and anchorage all the way up in 12 and 17 fathoms. The course up the third part of the river is W.S.W. 4 miles; here is only two islands, on the larboard or south side of which is very good anchoring, in 12 fathoms; on the north side is 30 fathoms water; the land about here is very high, and well covered with wood; here the water is fresh, and 7 miles further up is a bar, on which there is not above 3 feet at low water, the river above that bar runs W. and W.N.W. 6 miles, but the head of it is not yet known; by the rapid stream probably it comes from great lakes afar off.

One mile to the northward of *St. Francis river*, there is a harbour, called *Merchantmen's harbour*; between the river and this harbour there are two or three sunken rocks, lying a cable's length off from the second point from the river; there is no danger in sailing into this harbour, it runs in first W.N.W. and then W. about a mile, it is two cables length wide at the entrance, and 3 at the head of it, where ships may anchor in 12 fathoms water.

To the northward of this harbour, round a small point, there is an inlet which runs up W. N. W. 5 miles, where it turns to the southward into *St. Francis river*; it is about one third of a mile broad at the entrance, and continues the same breadth about 2 miles up, and then becomes very broad, with an island in the middle, shaped not unlike a leg; there is no danger in this inlet but what appears above water; along the south side of *Leg island* there is anchorage in 12 or 13 fathoms. At about $3\frac{1}{2}$ miles within the entrance, the lower part of *Leg island* forms three very good harbours, with 7 and 12 fathoms water in them: on the north side of *Leg island* there is a large space, about a mile broad, and two miles long; in it is from 60 to 80 fathoms water, from which to the N. W. is a passage into *Gilbert's river*, which runs from thence W.N.W. 6 miles, and is about half a mile broad, and from 50 to 60 fathoms water in it; then *Gilbert's river* divides into two branches, one to the W.N.W. 7 or 8 miles, the other S.S.W. 6 miles, the head of which is within a mile of *St. Francis river*; both these branches are full of small islands, rocks and shoals on each side, but in the middle is good anchorage all the way up, from 10 to 20 fathoms; this river has also a passage out to the sea to the northward of *Cape St. Francis*, between *Hare island* and *Fishing islands*; from *St. Francis island* to the north end of *Hare island* is W. N.W. $2\frac{1}{2}$ miles; within *Hare island* there is a small harbour, to sail into it you must pass round the north end of *Hare island*; there is from 12 to 5 fathoms water within this harbour, and no shoals in it; but the harbour hereabouts is *Fishing ship harbour*, which formed by three islands, lying along shore a mile to the northward of *Hare island*; the best passage into it is between the two westernmost islands, which entrance bears from *Hare island* N. W. There is no danger in this passage; ships may sail right in N. W. up to the

head of the harbour, and anchor in 12 fathoms; there is good room for any ships to moor; there are two other passages to this harbour, one to the westward from the entrance of *Gilbert's river*, the other to the eastward, passing to the northward of all the *Fishing islands*, and hath 7 fathoms through, but this is a very narrow passage and difficult for those not acquainted. From the northernmost *Fishing island* to *Cape St. Michael*, the course is N. by W. $\frac{3}{4}$ W. distance 6 miles: This part of the coast is bold too and very high land.

Two miles to the southward of *Cape St. Michael*, lies *Occasional harbour*, which may be easily known by two large rocks called *Twin rock*, which lies about two thirds of a mile without the entrance; they lie close together; ships may pass on either side of them; the entrance to this harbour is between two high lands, and runs up S.W. about 2 miles, then W.N.W. There is no danger in this harbour, both sides being steep too; and about 2 miles up there is good anchorage in 7 and 10 fathoms; the winds between the high land at the entrance always sets right into the harbour, or right out.

From *Cape St. Michael's* to *Cape Bluff*, the course is N. by W. 4 leagues; these two capes form the great bay of *St. Michael*, which contains a great number of islands, inlets, rivers, &c. which are not yet known. *Cape Bluff* is a high bluff land, and may be seen 15 or 16 leagues; the best place yet known for large ships to anchor within *St. Michael's bay*, is on the south side, that is first keep *Cape St. Michael* shore on board, then keep along the south side of the first island you meet with, which is called *Long island*, till you come near as far as the west end of it, and there anchor from 12 to 20 fathoms; you will there lie land-locked, and may work out again to sea on either side of *Long island*. At the entrance of this bay is a large square island, within which are many small islands, which form several harbours.

The land from *Cape Bluff* to the northward lies N. N. E. 5 or 6 leagues, and makes in several high points.

Description of part of the coast of Labrador, from Grand Point of Great Mecatina to Shecatia.

[N.B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass.]

Courses and distances from island to island along the coast, between Grand Point and Shecatia, which courses carry you without all other islands and rocks.

FROM Grand Point to outer rocks off the *Islands of Entrance*, the course is S.E. by E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ miles.

From the outer rocks off the *Islands of Entrance*, to the *Murr rocks*, the course is E. by S. $\frac{1}{2}$ E. 3 $\frac{1}{2}$ miles.

From *Murr rocks* to *Flat island*, the course is N.E. $\frac{1}{2}$ E. distance 5 miles.

From *Flat island* to *Treble hill island*, the course is N. by E. 5 $\frac{1}{2}$ miles.

From *Treble hill island* to *Fox islands*, (which are a cluster of islands, lying S.S.E. $\frac{1}{2}$ E. from *Eagle harbour*) the course is N. $\frac{1}{2}$ E. 3 leagues.

From *Fox islands* to the rocks off the entrance of the port of *St. Augustine*, called *St. Augustine's chain*, the course is N.E. by E. 5 leagues.

From the rocks called *St. Augustine's chain* to *Shag island*, the course is N.E. $\frac{1}{2}$ E. 2 $\frac{1}{2}$ leagues.

From *St. Augustine's chain* to the rocks without *Shag island*, called *Shag rocks*, the course is N.E. by E. distance 3 leagues.

From the *Shag rocks* to the rocks off the east end of the island of *Shecatia*, the course is N. E. $\frac{1}{2}$ E. 3 leagues.

Courses and distances along shore passing within the Great Island of Mecatina.

From the outer rocks off the *Islands of Entrance* to the *Bay de Portage*, the course is N.W. by N. $\frac{1}{2}$ W. 4 miles.

From the outer rocks off the *Islands of Entrance* to outer point of *Mecatina island*, the course is N. by W. $\frac{1}{2}$ W. 4 miles.

From the outer point off *Mecatina island* to *Gull island*, the course is N.E. by E. 1 mile.

From *Gull island* to *Green island*, at the entrance of *Red bay*, the course is N.N.E. $\frac{1}{2}$ E. 1 league. This course will carry you clear of the *Shag rocks*, as far as you pass without *Gull island*.

From *Gull Island* to *La Boule rock*, off the N.W. end of *Great Mecatina island*, the course is N.E. by N. $\frac{1}{2}$ E. 4 miles.

From *La Boule rock* to *Green island*, the course is W. by S. $\frac{1}{2}$ league.

From *La Boule rock* to *Duck island*, the course is N.N.W. $\frac{1}{2}$ W. 1 league.

From *Duck island* to *Round island*, at the entrance of *Ha ha bay*, the course is N. by E. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile.

From *Round island* into the harbour of *Little fish*, the course is S.W. by W. $\frac{1}{2}$ W. $\frac{1}{2}$ league.

From *Round island* into the bay of *Ha ha*, the course is N.N.E. $\frac{1}{2}$ E. $\frac{1}{2}$ league, leaving all islands on the starboard side.

From *La Boule rock* to *Loon islands*, the course is N. $\frac{1}{2}$ E. 1 league.

From *La Boule rock* to *Goose island*, the course is N.E. $5\frac{1}{2}$ miles.

From *Goose islands* to *For islands*, the course is N.E. by N. $\frac{1}{2}$ leagues.

The *grand point* of *Great Mecatina* lies in the latitude of $56^{\circ} 41' N.$ and is the extreme point of a promontory which stretches off from the main. The extreme of this point is low: from thence it rieth gradually to a moderate height, and may be easily known from several adjacent islands and rocks, which lie off S.E. by E. $\frac{1}{2}$ E. from it; the nearest of which is a small low rock, and is within one third of a cable's length from the point. Two of these islands are much larger and higher than the others; the outermost are small low rocky islands, and lie $2\frac{1}{2}$ miles from the *Grand point*.

From *Grand point*, E. by S. $5\frac{1}{2}$ miles, lie the two *Murr islands*, which are the southernmost islands on this part of the coast. The northernmost *Murr island*, lies from the other N.N.W. $\frac{1}{2}$ W. about a quarter of a mile. These islands are very remarkable, being two flat barren rocks of a moderate height, and steep cliffs all round. About half a mile to the S. E. of the southernmost *Murr island*, lie the two *Murr rocks*, which are above water. And E. N.E. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile from the southernmost *Murr island*, lies a ledge of rocks under water, on which the sea generally breaks.

From *Murr islands*, N.W. by W. 2 leagues, lies the *Bay de Portage*. The land over this bay makes in a valley, each side being high; at the entrance lies an island of a moderate height, which forms the harbour. You may sail into this harbour on either side of the island, but the eastern passage is only fit for small vessels, there being only 2 fathoms water in the entrance at low water. The western passage is sufficiently large and safe for any vessel to turn in, there being in it from 6 to 8 fathoms at low water. Large vessels bound for this harbour must be careful to avoid two sunken rocks, on which there is 24 fathoms water at low water. The northernmost of these rocks lies from *Mutton island*, S. by E. $1\frac{1}{2}$ mile, and the southernmost lies from the *Seal rocks*, N. by E. $\frac{1}{2}$ E. half a mile. Vessels may borrow within one cable's length of *Mutton island*, or *Seal rocks*.

The harbour of *Great Mecatina* lies N.W. $\frac{1}{2}$ W. 2 leagues from *Murr islands*, and N. by E. $2\frac{1}{2}$ miles from *Grand point*. This harbour is formed by *Mecatina island* and the main, and is a safe, but small harbour, yet will admit ships of burthen, there being not less than 3 fathoms water in either passage at low water; but they must moor head and stern, not being room to moor otherwise. To sail into this harbour through the western passage, there is not the least danger. To sail in through the eastern passage, observe the following directions: From the eastern point of the island, run N.N.W. for the main, and keep the main close on board, till you bring the western point of the island on with the point of *Dead cove*, (this is a small cove on the main, which lies open to the eastward; the land which forms it is very low, with some brush wood on it) and sail in that direction till you are above a stony point, which is the north point of the said cove, or till you bring the north point of *Gull island* (which is a small island lying N.E. by E. 1 mile from *Mecatina island*) on with the N. E. point of *Mecatina island*, you will then be within a spit of rocks, which stretches off from *Mecatina island*, and must then haul directly over for *Mecatina island*, in order to avoid a ledge which stretches off from the south

point of *Dead cove*, and may anchor, when you bring the western passage open in 6 or 7 fathoms water in great safety. Vessels coming from the eastward, and bound for the harbour of *Mecatina*, and would pass to the northward of *Gull island*, must be careful either to keep *Gull island* or the main close on board, in order to avoid a sunken rock that lies near half way between *Gull island* and the main, on one part of which there is not above 3 feet water at low water.

The highest part of the land between *Grant Point* and *Ha ha bay*, is directly over the harbour of *Mecatina*.

The *great island of Mecatina* lies 3 miles from the main, and is in length, from north to south, $3\frac{1}{2}$ miles, and in breadth, from east to west, 3 miles, is high land, but much higher in the middle than either end. The N.E. point of this island makes in a remarkable bluff head, which is in the latitude $50^{\circ} 40' N.$ Round this head, to the northward, and within a cluster of small islands (on either side of which is a good passage) lies a cove, which runs in S. by W. $\frac{1}{2}$ W. about $1\frac{1}{2}$ miles from the said islands; vessels may anchor in this cove, in great safety, from 14 to 20 fathoms water, good ground. Here is wood and water to be had.

The *great island of Mecatina* being the most remarkable land about this part of the coast from whence vessels may best shape a course for other places, I will here give the bearings and distances of the most remarkable points, headlands, rocks, and harbours from it.

Courses and distances from Great Island of Mecatina to other places:

From the Round head of the Great island of Mecatina to Mecatina island, the course is W. by S. $\frac{1}{2}$ W. $3\frac{1}{2}$ miles.

From Round head to the outer rocks off the Islands of Entrance, the course is S S.W. $\frac{1}{2}$ W. 5 miles.

From Round head to Murr islands, the course is S. $\frac{1}{2}$ E. 5 miles, nearly.

From the Bluff head of the Great island of Mecatina to Flat island, the course is S E. by S. 5 miles.

From Bluff head to Loom islands, the course is N. by W. $\frac{1}{2}$ W. 4 miles.

From Bluff head to Round Island at the entrance of *Ha ha bay*, the course is N.W. by N. $\frac{1}{2}$ W. $6\frac{1}{2}$ miles. This course leaves Loom islands on the starboard side, and Duck island on the larboard side.

From Bluff head to Treble hill island, the course is E.N.E. $\frac{1}{2}$ E. $3\frac{1}{2}$ miles.

From Bluff head to Double hill island, the course is N. $5\frac{1}{2}$ miles.

From Bluff head to Goose islands, the course is N. by E. $\frac{1}{2}$ E. $5\frac{1}{2}$ miles.

From Bluff head to the Fox islands, the course is N.N.E. $\frac{1}{2}$ E. 11 miles.

From Bluff head to St. Augustine's chain, the course is N.E. 25 miles.

From Bluff head to Shag island, the course is N.E. $10\frac{1}{2}$ leagues.

From Bluff head to Shecataga, the course is N.E. $\frac{1}{2}$ E. $13\frac{1}{2}$ leagues.

The harbour of *Little Fish* lies in east and west, is but small, and is formed by an island covered with wood. You may sail into this harbour on either side of the island, but to the northward is the best passage. In the bay to the southward of the island, lies a ledge of rocks, part of which is always to be seen. E. by S. one third of a mile from the east point of *Wood island*, lies a rock, on which there is only 2 fathoms water at low water. You may anchor in this harbour at the back of the island in 7 or 8 fathoms water, good bottom, and have room sufficient to moor. Here is both wood and water to be had. Off the northern point of the entrance into this harbour, called *Seal point*, lie 2 small islands, and a sandy cove, where there is a seal fishery carried on.

Between the harbour of *Little Fish* and the bay of *Ila ha*, is a remarkable high round hill, which makes in a peak, and may serve as a good mark for knowing either of those places by.

The bay of *Ila ha* lies from *La Boule point*, N.N.W. $\frac{1}{2}$ W. $5\frac{1}{2}$ miles, in the mouth of which there are several islands, which form several passages, but the best is between *Seal point* and *Round island*, leaving all the islands on the starboard side; this is a wide and safe passage, there being no danger but what appears above water. This bay runs up north 7 miles, at the head of which, on the starboard side are several islands, within these islands, to the eastward, are many good anchoring places, from 9 to 20 fathoms water. Vessels may occasionally anchor all along the eastern shore within this bay, in 12 and 14 fathoms water, mud ground; on the western side it is deep water. N. $\frac{1}{4}$ W. 2 miles from the entrance of the west side, is a high bluff head; round this head W. by N. $\frac{1}{2}$ W. half a mile, is a small but safe harbour for small vessels, in which you have 12 fathoms, good ground. This harbour is formed by an island, on either side of which there is a safe but narrow passage.

After you leave the bay of *Ila ha*, proceeding to the eastward, you lose sight of the main land (till you come to the bay of *Shecatia*) which is hid from you by the number of great and small islands of different height, so numerous, and so near each other, that they are scarce to be distinguished as islands till you get in amongst them.

Amongst these islands are a great many good roads and harbours; some of the best and the easiest of access are as follow:

Eagle harbour lies near the west end of *Long island*, and is formed by a cluster of islands, on which a French ship of war of that name was lost. This harbour is capable of holding a number of shipping with great security, having in it from 10 to 20 fathoms, good bottom, but it is not easily to be distinguished by strangers: the best way to find it, is to shape a course as before directed, from the great island of *Mecatina*, to *Fox islands*, which lie from the westernmost entrance of the harbour, S.E. by S. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile. It is also to be known by a large deep bay, which forms to the eastward of it, without any islands in it, but to the westward is a vast number. If you intend for the east passage into this harbour, you must first steer from *Fox islands*, N. $\frac{1}{2}$ E. $2\frac{1}{2}$ miles into the bay, when you will observe to the N.W. of you, a remarkable high island, round which, to the northward, is a safe passage of 3 fathoms into the harbour, where you may anchor in great safety from all winds. In the western passage into this harbour, is $2\frac{1}{2}$ fathoms water, fit only for small vessels, being a narrow passage between many islands. This part of the coast is very dangerous for a vessel to fall in with in thick weather, by reason of the infinite number of small and low islands, and some rocks under water.

From the bluff head of great *Mecatina island* to *St. Augustine's chain*, the course is N.E. $8\frac{1}{2}$ leagues. The west island of *St. Augustine*, is of a moderate height, the west part being highest and quite low in the middle, but is not easily to be distinguished at a distance, by reason of the islands within being much higher. Half a mile to the eastward of this island is the *East island*, something larger, but not quite so high, and is even at top. Between these two islands, after passing between the *Chain* and *Square islands*, is a safe passage for small vessels into this port; they may anchor between the *West island* and *Round island*, or they may run to the northward past *Round island*, and anchor in 6 or 7 fathoms water, where they will have good room to moor, S. by W. $\frac{3}{4}$ W. about half a league from the west *St. Augustine's island*, runs a chain of small islands, called *St. Augustine's chain*; the outermost of which is a remarkable round smooth rock. A quarter of a mile to the west of this island lie rocks under water, which always break, and shew above water at

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one third ebb. About half a mile to the S.W. of these rocks is a high black rock above water; between these two is the best passage for large vessels into the port of *St. Augustine*. You must steer from this black rock, for a remarkable low point which will bear N. ¾ W. till you open the port of *St. Augustine*, and then haul in and anchor as before; or you may steer up the passage between this point and *Round island*, and anchor as before directed.

The entrance of the river *St. Augustine*, lies from the port of *St. Augustine* 4½ leagues to the N.W. with several large and small islands between them. The river is not navigable for any thing but boats, by reason of a bar across the entrance, which dries at low water. This river, at 2 miles up, branches into two arms, both tending to the N.W. 14 or 16 leagues. There is plenty of wood to be had in this river.

From *St. Augustine's chain* to *Shag island*, the course is N.E. ¼ E. 2½ leagues. This island is very remarkable, being small, high, and in the middle is a round peaked hill. From this island to the eastward are a number of small rocks above water, the outermost lies E. by S. ¼ E. 1½ mile from *Shag island*. N. W. by W. 2½ miles from *Shag island*, lies the bay and harbour of *Sandy island*, which is a very safe harbour. To sail into this harbour, you must pass to the eastward of *Murr rocks*, and keep the starboard point of the bay on board, you will then see a small rock above water to the N.W. which lies off the entrance of the harbour; you may pass on either side of this rock, and then steer in N. ¼ W. for the harbour, there being no danger but what appears. In this harbour there is good room to moor in 5 and 6 fathoms water, and a good bottom: there is not any wood to be had, but plenty of water.

Cumberland harbour lies N. ¾ W. 1 league from the outer *Shag rocks*, and is to be known by a remarkable high hill on the main, which is the highest hereabouts, and makes at the top like a castle, being steep cliffs appearing like walls. This hill lies N.W. by N. about 3½ leagues from the entrance of the harbour. The outer islands, named *Duke* and *Cumberland islands*, which form the harbour, are of a moderate height, the easternmost making in two round hills. To sail into this harbour there is no danger but what appears above water, except a small rock, which lies S.S.E. half a mile from the west head, the entrance is a quarter of a mile wide, and half a mile long; from the east head, steer for the inner point on the west side; after you are the length of that point, you may haul to the eastward, and anchor where you please, from 20 to 7 fathoms water, in good ground, and an excellent rooing harbour, fit for any ships, and is the best harbour and the easiest of access on this coast. Here is good water, but for wood you must go up *Shecatia bay*.

The bay of *Shecatia* lies 2½ miles to the N.E. from the entrance of *Cumberland harbour*, and runs many miles up the country to the northward, in several branches and narrow crooked passages, with many islands, which form several good harbours; the passages are too narrow for vessels to attempt, without being very well acquainted.

To the eastward of the bay of *Shecatia*, and N.N.E. ¾ E. 2½ leagues from the outer *Shag rocks*, lies the island of *Mistanogue*; within it, to the northward, and before the mouth of the bay of the same name, is very good anchorage, from 20 to 15 fathoms water, good ground, and sufficient room to moor: To go into the road, you may pass round the west end of the island, which is bold too, or round the east end between it and the island of *Shecatia*, but this last passage is only for small vessels. There is good anchorage quite to the head of the bay of *Mistanogue*, which is long and narrow. This island and the main land about it is high and barren, but there is both wood and water to be had in the bay *Mistanogue*. A little to the eastward lies the island of *Shecatia*, between it and the main is a good passage for small vessels where there is a considerable seal fishery carried on. Three miles to the

N.E. of the island of *Shecatia* lies the bay of *Petit Pene*, which runs north 5 miles, but is not fit for vessels to anchor in, being deep water, narrow, bad ground, and entirely exposed to the southerly winds.

N. B. All the islands along the coast are quite barren, the outer ones being small and low rocky islands, the inner ones are large and high, covered mostly with green moss. No wood to be got but at such places as are mentioned in the foregoing directions.

The course and the flowing of the tides along this coast are so irregular, no certain account can be given thereof; they depend much upon the winds, but in settled moderate weather I have found it high water at *Shecatia*, on the full and change, at 11 o'clock; and at *Mecatina*, at half past 2 o'clock, and rises and falls upon a perpendicular about 7 feet.

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Directions for navigating on that part of the coast of Labrador from Shecatia to Chateaux, in the Straights of Belle-Isle.

[N. B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass; the variation was 26° W. in the year 1769.]

Boxl island lies E. by N. 2 leagues from the island of *Shecatia*, and one mile from the main; is a remarkable round island of a moderate height.

About this island, and between it and *Shecatia*, are a number of small islands and sunken rocks, which renders this part of the coast dangerous, unless there is a fresh wind, and then the sea breaks on the rocks.

From *Boxl island* to the entrance of *Bay D'omar*, the course is N.E. by N. $\frac{1}{2}$ E. distance 2 miles. This bay runs up N. by E. nearly 3 miles, with high land on both sides; is about two cable's length off shore. Off the coves it is wider. The western shore is the highest. Without the east point lie two small islands about one cable's length off shore. In this bay there is very good anchorage, the best being at about 2 miles within the entrance, opposite a woody cove, on the west side, where you may lie secure from all winds in 14 or 16 fathoms water, and be very handy for wooding and watering. About 1 mile within the entrance on the west side lies a remarkable green cove, off which it is shoal a small distance from the shore; one mile to the eastward of *Bay D'omar* lies *Little bay*, in which is tolerable good anchorage for small vessels. E. N. E. $\frac{1}{2}$ E. distant 3 leagues from *Boxl island*, begins a chain of islands and rocks, lying E. N. E. 3 leagues, and from 3 to 5 miles distant from the main, the easternmost of which are called outer, or *Esquimaux islands*; the middle part are called *Old Fort islands*; and the westernmost are called *Dog islands*. Within these islands on the main are several good bays and harbours, but are too difficult to attempt, unless very well acquainted, the passages being very narrow, and a number of sunken rocks.

N. $\frac{1}{2}$ W. 4 miles from the west side of the outer *Esquimaux islands*, is very good anchorage for small vessels, between two high islands. Within these islands lies the river *Esquimaux*.

From outer *Esquimaux island* to point *Belles Amour*, the course is N. 59° E. distant 13 miles. This point is low and green, but about 1 mile inland is high. Round this point to the eastward is a cove, in which is anchorage for small vessels in 7 fathoms water, but open to easterly winds.

From point *Belles Amour* to the entrance of the harbour of *Bradore*, the course is E. by N. 2 leagues nearly. This harbour is to be known by the land between it and point *Belles Amour*, being high table land, the land on the east side of it being low near the sea, and tending to the southward, or by our *Ledgers Bubbles*, which are three remarkable round hills, seen all along this coast, lying N. by E. $\frac{3}{4}$ E. 2 leagues from the island of *Ledgers*, which forms this har-

bour. This island is of a moderate height, having a great number of small islands and rocks about it. On the east side of this island is a cove, called *Blubber cove*, wherein is anchorage in 2½ fathoms water, for small vessels. There are two passages into the harbour of *Bradore*; but that to the northward of the island of *Ledges*, is by no means safe, there being a number of sunken rocks in that passage. The eastern passage is safe, taking care to avoid a small rock, which lies S. 32° W. ¼ of a mile from the low point on the main where the houses stand. On this rock the sea mostly breaks, and shews above water at ¼ ebb. On the east side, within the rock, is a small cove, called *Shallop cove*. From the point above the cove, called *Shallop cove head*, stretches off a shoal, one cable's length from the shore, and continues near the same distance, quite to the head of the harbour.

From the island of *Leiges* to *Green island*, the course is S. 29° W. distant 5 miles. On the east side of this island is a cove, wherein a fishery is carried on. Between this island and the main, and between it and the island *Bois*, is a clear, safe passage.

The island of *Bois* lies 2 miles to the eastward of *Green island*, and is of a moderate height, and a safe passage all round it. To the northward of this island, lies *Blanc Sablen*, in which is anchorage, but the ground is not very good, being a loose sand.

From the south point of the *Isle aux Bois*, to the west point of *Forteen bay*, the course is N. 70° E. distant 8½ miles. This bay is 3 miles broad, and nearly the same depth, at the head of which, on the west side, is good anchorage, from 10 to 16 fathoms water, but is open to the southward. Off the east point of this bay is a rock, which makes in the form of a shallop under sail, either coming from the eastward or the westward. On the west side of the bay is a fall of water, which may be seen in coming from the eastward.

Wolf cove, or *L'Ance à Loup*, lies 1 league to the eastward of *Forteen bay*. The land between these bays, being rather low near the shore, at the head of this cove is tolerable good anchorage in 12 fathoms. On the west side lies *Schooner cove*, in which is very good anchorage for small vessels in 7 fathoms water, sandy bottom. The two points that form the entrance of this cove, bear N. N. E. ¼ E. and S. S. W. ¼ W. distant 2 miles. The east point is high table land, with steep cliffs to the sea, stretching N. E. 2 miles nearly, and called the *Red Cliffs*.

From the *Red Cliffs* to the west point of *St. Modeste bay*, the course is N. 38° E. distant 7 miles, then N. by E. ¼ E. 1 mile to *St. Modeste island*, which is a small low island, within which small craft may anchor, but is a bad place.

Ship head lies 1½ mile to the N. by E. from *St. Modeste island*. Round this head, to the northward, is *Black bay*, in which there is tolerable good anchorage in 10 fathoms water.

From the west end of *Red Cliffs*, to the west point of *Red bay*, the course is N. 47° E. distant 6 leagues. This is an excellent harbour, and may be known by *Saddle island*, which lies at the entrance of this bay, and is high at each end, and low in the middle, and by a remarkable round hill on the west side of the bay, opposite the west end of *Saddle island*; the land on the west side the bay is high, and on the east side rather low. At the head of this bay it is high and woody. There is no danger in sailing into this bay, passing to the westward of *Saddle island*, and taking care to avoid a small rock that lies near the west point on the main, (which shews above water at ¼ quarter ebb) and a shoal which stretches off about a cable's length from the inner side of *Saddle island*. The *Western bay* lies in to the northward of the west point, in which is very good anchorage from the westerly winds, but open to the eastward. There is no passage, except for boats, to the eastward of *Saddle island*. In coming from the eastward, care must be taken to avoid a small rock, which

lies 1 mile from the *Twin islands*, (which are two small black rocky islands, lying off the east end of *Saddle island*) and near 1 mile off shore. The above-mentioned high round hill on the west side of the bay, on with the saddle on *Saddle island*, will carry you on this rock; the sea generally breaks on it.

Two leagues and a half to the eastward of *Red bay*, lies *Green bay*, in which is tolerable good anchorage for small vessels, in 12 fathoms water, but open to the S.E. winds. From *Saddle island* to *Barge point*, the course is E.N.E. distant 10 miles, and from thence to the entrance of *Chateaux bay*, is N.E. by E. distant $5\frac{1}{2}$ leagues.

At *Red bay*, the tide flows, full and change, at half past 9 o'clock.

At *Porteaux bay*, at 11 o'clock.

At *Bradore*, at half past 11 o'clock.

In all which places it flows up and down, or upon a perpendicular, spring tide, 7 feet; neap tides, 4 feet.

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Description of the Coast of Labradore, from Cape Charles to Cape Lewis.

[N. B. The Bearings hereafter mentioned are the true Bearings, and not by Compass; the variation was 27° W. in the year 1770.]

Cape Charles island lies E. distance $1\frac{1}{2}$ mile from *cape Charles*, and is of a moderat sight, with several small rocks to the eastward and westward of it.

From the north point of *cape Charles island* into *Alexis harbour*, the course is W.N.W. 4 miles. This island is very small, and rather low. Within this island is an excellent harbour, formed by several high islands and the main; in this harbour is very good anchorage from 17 to 22 fathoms water, muddy. You may sail into it on either side of *Center island*, but to the northward of it is the best passage.

From *cape Charles island* to the *Battle islands*, the course is N. N. E. $5\frac{1}{2}$ miles. This course will carry you to the eastward of the rocks, which lie 1 mile to the eastward of the northernmost *Battle island*. This island is high, and round at top.

From the northernmost *Battle island* to the *River islands*, the course is N. 76° W. distance $7\frac{1}{2}$ miles. To the westward of the easternmost *River island*, is anchorage for vessels in 30 or 35 fathoms water, muddy bottom. Vessels may pass to the southward of these islands, up the river *St. Lewis*.

From the south point of the easternmost *River island* to *Cutter harbour*, the course is S. 50° W. distance 1 mile. In this harbour there is tolerable good anchorage for small vessels.

From the northernmost *Battle island* to the entrance of the river *St. Lewis*, the course is N. 61° W. $7\frac{1}{2}$ miles; from thence the course up the river is W. by N. 5 miles; then N. 58° W. 8 miles to *Woody Island*. (The north point of the river is low land for about 2 miles up, then the land is rather high on both sides and woody; at the head of the river is very fine wood of different kinds, such as birch, fir, juniper, and spruce; this river seems to be well stored with salmon.) At about 4 miles up the river is very good anchorage, and continues so, till you come up as high as *Woody island*; but above this island there are several shoals.

One mile to the northward of the north point of *St. Lewis' river*, lies the entrance of *St. Lewis' sound*, which runs up W. by N. 1 league, at the head of

which is very good anchorage, in taking care to avoid a shoal which stretches off from a sandy bench on the larboard side at about 2 miles within the entrance.

From the northernmost *Battle island* to the entrance of *Deer harbour*, the course is N. 51° W. distance 3 leagues. This is a very good harbour, in which you anchor from 18 to 10 fathoms water, secure from all winds. To sail into this harbour there is not the least danger, and the best anchorage is at the back of *Deer island*.

From the northernmost *Battle island* to *cape St. Lewis*, the course is N. N. W. $\frac{1}{2}$ W. 5 miles. This cape is high ragged land; $1\frac{1}{2}$ mile to the N. W. of the cape lies *Fox harbour*, which is but small, and only fit for small vessels, but seems to be very convenient for a fishery.

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Description of the coast of Labradore, from St. Michael to Spotted Island.

[N. B. The Bearings hereafter mentioned are the true Bearings, and not by Compass; the variation was 22° W. in the year 1770.]

Cape St. Michael lies in the latitude of $52^{\circ} 46'$ N. is high land, and steep towards the sea, and is to be known by a large bay which forms to the northward of it, having a number of large and small islands in it; the largest of these islands, called *Square island*, lies in the mouth of the bay, and is 3 miles long, and very high land.

The best anchorage for large vessels in *St. Michael's bay*, is on the south side; that is, keep *cape St. Michael's* shore on board, then keep along the south side of the first island you meet with, which is called *Long island*, till you come near as far as the west end of it, and there anchor from 12 to 20 fathoms; you will there lay land-locked, and may work out again to sea on either side of *Long island*.

From *cape St. Michael's* to the entrance of *Square island harbour*, the course is N. $63^{\circ} 30'$ W. distance $3\frac{1}{2}$ miles; in the entrance lies a small island, of a moderate height; the best passage is to the westward of this island, there being only 2 fathoms water in the eastern passage.

The N. E. point of *Square island* is a high round hill, and makes (in coming from the southward) like a separate island, being only joined by a low narrow neck of land, N. 54° W. distance 1 league. From this point lies the entrance into *Dead island harbour*, which is only fit for small vessels, and is formed by a number of islands; there is a passage out to sea between these islands and the land of *cape Bluff*.

Cape Bluff lies N. by W. distance 8 miles from *cape St. Michael's*, and is very high land, ragged at top, and steep towards the sea. These capes form the bay of *St. Michael*, in which are several arms well stored with wood.

Cape Bluff harbour is a small harbour, fit only for small vessels. To sail into it, keep *cape Bluff* shore on board till you come to a small island, and then pass to the westward of it and anchor.

From *cape Bluff* to *Barren island*, the course is N. $\frac{1}{2}$ E. distance 1 league. From the south point of this island to *Snug harbour*, the course is W. distance $1\frac{1}{2}$ mile. This harbour is small, but in it there is very good anchorage, in 26 fathoms water, and no danger sailing into it.

One mile to the northward of *Barren island* lies *Stoney island*. On the main within these islands lie *Martin* and *Otter bays*, in the northernmost of which is very good anchorage, with plenty of wood, and no danger but what shews itself,

On the west side of *Stoney island* is a very good harbour for small vessels, called *Duck harbour*. Large vessels may anchor between the west point of *Stoney island* and *Double island* in 20 or 24 fathoms water, and may sail out to sea again on either side of *Stoney island* in great safety.

Hawke island lies 1 mile to the northward of *Stoney island*. Within *Hawke island* lies *Hawke bay*, which runs to the westward 2 leagues, and then branches into two arms, one running to the S. W. 2 leagues, and the other W. 3 miles; these arms are well stored with wood. After you are within *Pigeon island*, there is very good anchorage quite to the head of both arms.

On the south side of *Hawke island* lies *Eagle cove*, wherein is very good anchorage for large vessels in 30 or 40 fathoms water. Small vessels may anchor at the head in 7 or 8 fathoms.

On the main, within *Hawke island*, about 5 miles to the N. E. of *Hawke bay*, lies *Captin bay*. Here is very good anchorage in this bay, and plenty of wood at the head.

Potridge bay lies 5 miles to the northward of *Hawke island*. In it is very good anchorage but difficult of access, unless acquainted, by reason of a number of small islands and rocks which lie before the mouth of it. The land hereabouts may be easily known. The south point of the bay is a remarkable high table hill and barren; all the land between this hill and *Cape St. Michael* being high, the land to the northward of it low.

From *Cape St. Michael* to *Seal islands*, the course is N. $\frac{1}{2}$ E. distance 9 leagues.

From *Seal islands* to *Round hill island*, the course is N. $\frac{3}{4}$ E. distance 13 miles. This island is the easternmost land on this part of the coast, and may be known by a remarkable high round hill on the west part of it.

From *Round hill island* to *Spotted island* the course is N. 36° W. distance 2 leagues. From *Spotted island* the land tends away to the N. W. and appears to be several large islands.

From *Seal islands* to *White Rock*, the course is N. by W. $\frac{1}{4}$ W. distance 2 leagues. From this rock, the course into *Shallow bay*, is S. W. distance 2 miles. Here is tolerable good anchorage in this bay, and no danger, except a small rock which lies off a cove on the larboard hand, and about one third of the bay over; this rock sheweth above water, at low water. There is very little wood in this bay.

From *White Rock* to *Porcupine island*, the course is N. 52° W. distance 2 leagues. This island is high and barren. You may pass on either side of this island into *Porcupine bay*, where is very good anchorage, but no wood.

Sandy bay lies on the S. E. part of the island of *Ponds*, and N. W. by N. $\frac{1}{4}$ W. distance 5 miles from *White Rock*. In it is very good anchorage in 10 fathoms water, sandy bottom, and seems very handy for a fishery, except the want of wood. Between this bay and *Spotted island* are a great number of islands and rocks, which makes this part of the coast dangerous.

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Remarks made between the island of Groias and Cape Bonavista.

The island *Groias* lies 2 leagues from the main, is about 5 leagues round. The north end of it lies in the latitude of 51° N. off from which, at 1 $\frac{1}{2}$ mile distance, are several rocks, high above water, also off from the N. W. part; otherwise this island is bold too all round. Between it and the main is from 20 to 40 fathoms water.

The harbours of *Great* and *Little St. Julien's* and *Grandway*, lie within the island of *St. Julien*, which bears N. W. $\frac{3}{4}$ N. distant $8\frac{1}{2}$ miles from the north end of *Groins*. The S.W. end of it is but very little separated from the main, and is not to be distinguished as an island, till you are near it. There is no passage at the S.W. end but for boats. To sail into these harbours, you may keep close to the N.E. end of the island, as you pass which the harbours will appear open to you. There is no danger in the way to *Great St. Julien's* which is the easternmost harbour, until you are within the entrance, then the star-board side is shoal near one third over; when you are past the first stages, you may anchor from 8 to 4 fathoms water: To sail into *Little St. Julien's*, you must, (to avoid a sunken rock, which lies directly before the mouth of the harbour) first steer directly for *Great St. Julien's*, till you are abreast of the entrance of *Grandway*; then you may steer directly into *Little St. Julien's*, and anchor in 4 or 5 fathoms water. Ships in both these harbours commonly moor head and stern.

Grandway is not a harbour for ships; but very convenient for fishing craft.

Croque harbour lies 4 miles to the southward of *St. Julien's* island, and has been before described.

Four miles and a half to the southward of *Groins* lies *Bell* isle, which is above 20 miles round; there is a little harbour at the south part of this island fit for fishing craft; but it is too difficult for shipping. There are some other coves about this island, where shallops may shelter occasionally.

S.S.W. 7 miles from *Croque* harbour lies *Carouge* harbour, which bears W. $\frac{1}{4}$ N. from the south end of the island *Groins*. Immediately within the entrance of this harbour it divides into two arms, one to the N.W. the other to the S. W. Directly in the middle of the S.W. arm is a shoal, on which is only 7 or 8 feet water at low water; you may pass on either side of it, and anchor from 20 to 8 fathoms water, in good holding ground: There is also good anchoring in the N.W. arm; but, in general, is not so good as in the S.W. arm.

S.S.W. 3 miles from the south point of *Carouge* harbour lies *Fox* head, round which, to the N.W. lies *Conch* harbour, in which is good anchorage, well up to the head of it, in good holding ground, in 11 fathoms water. It is open to the S.S.E.

About 2 leagues to the S.W. from *Conch*, is *Hilliard's* harbour, by the French called *Portitot*; this is but a very indifferent place for shipping, but convenient for fishing craft.

Four miles and a half further to the S.S.W. is the harbour of *Englee*. This harbour is situated on the north side of *Canada* bay. To sail into this place, you must pass a remarkable low white point on *Englee* island, which forms the north entrance of *Canada* bay; then keep near the shore, until you are abreast of the next point which makes the harbour; then haul round it to the S.E. taking care not to borrow too near the point, it being shoal a cable's length off; and you may anchor from 15 to 7 fathoms, very good holding ground; but this is well up in the cove, which is too small to lie in, unless moored head and stern. In *Bide's* Arm, which runs up north from *Englee*, near 2 leagues, there is no good anchorage, it being very deep water: Within the south end of *Englee* island there is a good harbour for shallops; but there is no passage even for boats, from thence to the place where the ships lie, except at high water, or, at least, half tide.

Canada bay lies up N.N.W. from *Point Canada* (which is the south point that forms the entrance of *Canada* bay) upwards of $4\frac{1}{2}$ leagues. This bay cannot be of any use for shipping, otherwise than as a place of shelter in case of necessity. On being caught near the shore in a hard gale of easterly wind, ships may, with the greatest safety run up, and anchor in this bay, free from all

danger. In such case, when you are above two small rock isles, which lie near *Bide's head*, called the *Cross islands*, you will observe a low white point, and another low black one a little above it. Off the latter a sunken rock lies about two cables length; therefore keep the middle of the bay, and you will meet with no danger, except a rock above water, which lies a mile below the point of the narrows; leave this rock on the larboard hand, keeping the middle of the water, and you will carry 18 fathoms through the narrowest part; soon after you are above which, the bay widens to upwards of a mile across; and you may anchor in 18 and 20 fathoms water, good holding ground, and secure from all winds.

Three miles south from *Canada point* is *Canada head*. It is pretty high, and very distinguishable, either to the northward or the southward; but when you are directly to the eastward of it, it is rather hid by the high lands in the country, called the *Clouds*.

Upwards of 4 miles to the S.W. from *Canada head* is *Hooping harbour*, by the French called *Sansfond*. This place has two arms, or rather bays, the one lying up the northward, and the other to the westward. There is very deep water in the north arm, until you approach near the head; it is a loose sandy bottom, entirely open to southerly winds, and not a place of safety for shipping. In the westward arm a ship may safely anchor in a moderate depth of water.

About 4 miles to the southward of *Hooping harbour* is *Fouchée*. There is no anchorage in this place until you approach near the head, where there is a cove on the north side. The land is extremely high on both sides, and deep water close to the shore. This cove is about 2 or 3 miles from the entrance, in which there is anchorage in 18 fathoms water, but so small, that a ship must moor head and stern. There is another arm, which runs near 2 miles above this; it is extremely narrow, and so deep water, that it is never used by shipping.

Three leagues to the S. W. from *Fouchée*, is *Great harbour deep*, by the French called *Bay Orange*: It may be known from any other place, by the land at its entrance being much lower than any land on the north side of *White's bay*, and bears N.W. $\frac{1}{2}$ N. from *Partridge point*. This is a large bay. A little within the entrance there is a small cove on each side, generally used by the fishing ships, though very dangerous for a ship to lie in: They always moor head and stern; notwithstanding, if a gale of wind happens to the eastward, they are in the greatest danger. Near 3 miles within the entrance of this bay, it branches out in three arms: In the north arm, which is much the largest, there is so deep water, you will have no anchorage until you approach near the head; the middle arm is the best place for ships to anchor, in 7 fathoms water, and a good bottom.

From *Orange bay*, 2 leagues to the S.W. is *Grandfather's cove*, by the French called *L'Ance l'Union*. This is an inlet of about 2 miles, directly open to the S.E. winds; it may be known, when near the shore, by the north point of it appearing like an island, and bears N.W. by W. $\frac{1}{2}$ W. from *Partridge point*. It is but an indifferent harbour for shipping. Scarcely 2 miles further, is another inlet, called *Little harbour deep*, by the French, *la Vache*. This is also directly open to the S.E. winds; off the north point of this inlet, are some rocks, half a mile from the shore, which always shew above water, about which is good fishing ground; the water is not very deep in any part of this inlet, and when you are half way from the entrance to the head, it becomes quite shoal.

About 2 leagues further to the S.W. is *Little cat arm*, which is an inlet that lies up west 2 miles. This inlet is about 2 miles from *Great cat arm*. Off the north head there are some rocks, which shew above water; to avoid which,

in sailing in, keep nearest to the south side; but you will find no anchorage till you approach near the head of this arm, where you will be securely land-locked.

Upwards of 3 leagues to the S.S.W. from *Great cat arm*, is *Coney arm head*. This is the most remarkable land on the west side of *White bay*: it bears W. S.W. distance 8 leagues from *Partridge point*. The land, all the way, runs nearly straight, until you come to this head, which projects out nearly $1\frac{1}{2}$ mile, forming a deep bight, which is called *Great coney arm*. There is no kind of shelter for shipping at this place. N.W. from the head, is *Little coney arm*, which is a convenient little place for fishing craft, but at the entrance it is too shallow for a ship.

From *Coney head*, about 4 miles further up the bay, is a cove called *Frenchman's cove*, in which a ship might safely anchor.

From *Frenchman's cove*, about a league further to the south, round a low ragged point, is *Jackson's arm*, in which is pretty deep water, except in a small cove on the starboard hand, where a ship may moor head and stern. This place affords the largest timber in *White's bay*.

From *Jackson's arm*, 4 miles further to the southward, is the north end of *Sop's island*, which bears S.W. $\frac{1}{2}$ W. distance about 10 $\frac{1}{2}$ miles from *Partridge point*. This island is 11 miles in circuit, by which, and *Goat island*, is formed a long passage, or arm, called *Sop's arm*; in the north of which a ship may safely anchor, just within the north end of *Sop's island*. The best passage into this arm, is by the north side of *Sop's island*. There is also anchorage between *Sop's island* and the main, before you come the length of *Goat island*, but the water is deep; there is a cove at the north end of this island, called *Sop's cove*, and two other small coves opposite on the main, called *Hart's coves*, in all of which a fishery is carried on, but ships generally anchor in the upper part of the arm, within *Goat island*.

From the north end of *Sop's island*, to the river at the head of the bay, the distance is upwards of 6 leagues. This place is called *Gold cove*. Here the river branches out into several small streams of water.

Near 5 leagues down from the river head, and nearest the S.E. side of the bay, lies *Granby's island*, by some called *Mud-bay island*. This island affords no cove nor shelter for boats. On the S.E. part, about 2 cables length off, there is a shoal, whereon is not above $1\frac{1}{2}$ fathoms water. Nearly abreast, or rather below this island, on the S.E. side of the *White bay*, is *Purwick cove*, in which shipping may safely anchor, and good conveniences for the fishery. About 5 miles to the N.E. of this cove, and W. by S. $\frac{1}{2}$ S. from the north end of *Sop's island*, lies *Westward arm*. This arm lies up about S.E. 4 miles, in which ships may safely anchor, in about 18 fathoms water: There is a cove on each side of this arm, at its entrance; that on the N.E. side, called *Bear cove*, is much the best, where small ships may securely moor, sheltered from all winds, in 12 fathoms water; the other cove, which is called *Wild cove*, is but an indifferent place, being open to the N.W. winds, and a foul rocky bottom; the point on the N.E. side of *Western arm*, is called *Hauling point*.

Two leagues to the N.E. of *Hauling point*, is another arm, lying up about S.E. by S. 3 or 4 miles, called *Middle arm*. At the entrance of this arm is a rocky island, from which, quite home to both shores, is a shoal, whereon is from 1 to 2, and, in some places, 3 fathoms water. The best passage into this arm is, to keep the larboard shore on board; but this is not proper for large shipping. Between this arm and *Hauling point* lie the *Pigeon islands*, about which is good fishing ground.

About $1\frac{1}{2}$ mile to the N.E. from *Middle arm*, is another, called *Southward arm*, in which a ship may safely anchor in 17 fathoms water, entirely land-locked; here she will be nearly 5 miles within the heads, but there is good an-

anchorage in any part below, from 20 to 25 fathoms, before you are near so far up. A little above the inner point, on the north side, is a mussel bank entirely across the arm, which is nearly dry at low water; and above this bank you will again have 11 and 12 fathoms, and continues deep to the river head. This arm is nearly 5 leagues above *Partridge point*, and may be known, when sailing up the S.E. side of the *White bay*, by its being the first inlet, and bears W. by S. from *Coney arm head*, which lies on the other side of the bay, and which head is always very conspicuous.

Near a league from *Southward arm*, towards *Partridge point*, is *Lobster harbour*. This is a small round harbour, with a shoal narrow entrance; at low water, at some places in the entrance, there is not above 8 or 9 feet water; but after you are in, you will have 12 and 13 fathoms all over the harbour. Small ships may enter at proper times of tide.

It flows on full and change days, nearest E. by S. and W. by N. in all places in *White bay*. From *Canada head* the current generally sets up the *White bay*, on the N.W. side, and down the bay on the other side; and between *Partridge point* and *cape John*, it generally runs about S.E. by E. It is observed, that the flood or ebb, scarce ever makes any alteration in the course of the current.

From *Canada head* to *Fleur de Lys*, the course is south nearly 10 leagues. This harbour is situated about 4 miles to the S.E. from *Partridge point*, and bears S.W. by W. $\frac{1}{2}$ W. distance about 10 miles from the west end of the westernmost of the *Horse islands*. The entrance of this harbour is not distinguishable, until you come pretty near the shore; but it may be known at a distance, by a mountain over it appearing something like the top of a *fleur de lys*, from which it takes its name. There is no danger in sailing into this harbour, unless you come within 2 cables length of the harbour island, which is on the south side, at which distance there lies a rock, whereon there is not above 6 feet at low water; it is shoal from this rock home to the island; to avoid which, keep the starboard or north shore on board, and you may come to in any part of this harbour above the said island, in $4\frac{1}{2}$ and 5 fathoms water, sheltered from all winds.

The two *Horse islands* are situated between *Partridge point*, and *cape John*. The west end of the westernmost *Horse island* bears E. $\frac{1}{4}$ N. distance 10 or 11 miles from *Partridge point*; and the S.E. part of the easternmost island bears N.W. by W. from *cape John*, distance near 5 leagues. These islands are about 6 leagues in circuit, and tolerable high; there are three rocks above water lying to the northward of the easternmost, and on the east side of the said island are sunken rocks, at some places near a mile from the shore. There is a small harbour, fit for shallops, at the S.E. part of this island.

Bay Verte and *Mynx* lie to the S.E. from *Fleur de Lys*, are small places not fit for shipping. At *Mynx* it is impossible for more than one ship to lie, which is between a small rock island and the main, moored head and stern. Between these places is *bay of Verte*, or *Little bay*, which runs up S.E. full 3 leagues; and towards the head there is plenty of good timber. *Bay of Fine*, or *Mynx*, is an inlet of about 5 miles, affords no anchorage, except at *Mynx*, which is at the entrance, as before mentioned.

Near 5 leagues to S.E. from *Fleur de Lys*, is the harbour of *Pacquet*, at half a mile within the entrance. This harbour divides into two arms, the one extending to the N.W. and the other to the S.W. The N.W. arm is a very good place for shipping to lie in entirely land-locked; the S.W. arm is a mile long, but narrow, yet is a safe snug harbour. This harbour is not very distinguishable until you approach pretty near; it bears S. $\frac{1}{2}$ W. from the passage between the *Horse islands*, and may be known by the south head, it being a high rock mountain; the north point is rather low, on which lie three rock isles.

both shores are bold too. Steer directly in, and anchor in the N.W. arm, in about 14 fathoms water.

About 2 leagues from *Pacquet*, to the S.E. is *Great round harbour*. This is a convenient little harbour for fishing ships; there is no danger in sailing in to it; both shores being bold too, you may anchor within the two inner points in 4 and 5 fathoms, entirely land-locked. *Little round harbour*, which is about $1\frac{1}{2}$ mile round a point to the N.E. from this, is not fit for shipping; it is only a cove, wherein is but 2 fathoms, and a loose sandy bottom.

About 4 miles to the S.W. from *cape John* is the small harbour of *La Cey*. This place is open to the N.N.W. There is no danger in sailing in; you may anchor in any depth you please, from 8 to 3 fathoms water.

Cape John is a lofty ragged point of land. It lies in the latitude of $50^{\circ}6'$ N. and may be known by the *Bullis*, which is a small, high, round island, bearing nearly east, about 4 miles from the pitch of the cape.

From *cape John* to the bay of *Twillingate*, the course is S.E. by E. distance 11 or 12 leagues. This is but an indifferent place for shipping, it being directly open to the N.E. winds, which heave in a very great sea. N. $\frac{1}{2}$ W. about 4 miles from the entrance of this bay, there is a bank, on which, in the winter, the sea has been seen to break, between which and the shore there is from 50 to 80 fathoms water.

Wire cape cove, which lies on the west side of the westernmost *Twillingate* island, that makes *Twillingate bay*, is a place for fishing craft only.

From *cape John* to *Fogo head*, the course is E. by S. $\frac{1}{2}$ S. distance 17 or 18 leagues. Immediately to the eastward of this head is *Fogo harbour*. This is a pretty good harbour for fishing ships, &c. but the entrance is intricate and dangerous. To sail into this harbour with a westerly wind, and coming from the westward, keep close on board of *Fogo head*; it is very bold too, and nothing to fear, until you open a narrow entrance, scarcely half a cable's length wide. Steer directly in, keeping right in the middle, and you will carry from 8 to 4 fathoms water thro'. When you are thro' this passage, which is commonly called the *West Tickle*, if you intend to anchor in the westward bight, steer to the S.E. till you bring the point between the bights to bear W. by N. to avoid the harbour rock, which is a sunken rock, that scarcely ever shews but at dead low water spring tides; then you may haul up to the westward, and anchor from 6 to 5 fathoms, good holding ground, and sheltered from all winds.

Coming from the westward, you must not be afraid to make bold with *Fogo head*, otherwise you will miss the *West Tickle*: and as there is generally (more particularly with a westerly wind) a strong current running to the eastward, ships making that mistake, seldom can work up again: Coming from the eastward, and bound into *Fogo*, to avoid *Dean's rock*, (which is a sunken rock, in the passage between *Joe Batt's point* and *Fogo harbour*) when abreast of *Joe Batt's point*, you must steer W.N.W. (by compass) until a remarkable round hill, called *Brimstone hill*, appears in the hollow of the harbour. Then you may steer directly for the *East Tickle*, which may be known by the lantern on the top of *Sim's isle*, which makes the west side of the *Tickle*: as you approach, you will discover the entrance. Give birth to the point on the starboard hand, which is that on *Sim's isle*, and steer directly up the harbour, keeping nearest the south side, and you will carry from 5 to 3 fathoms water through; immediately when you are round the point, steer S S.W. to avoid the harbour rock, and follow the above directions for anchoring. As there are two entrances to this harbour, and both narrow, you may chuse according to the wind. The *Middle Tickle* is only 30, and even intricate, for shallows, though it appears the widest.

About 7 miles to the N.E. from the entrance of *Fogo harbour* lies *Little Fogo island*; from which, above 2 leagues distance, to the northward, eastward, and

westward, lie a great number of small rocks, above and under water, which makes this part of the coast exceeding dangerous, especially in foggy weather.

Between the bay of *Twillingate* and *Fogo head*, nearly midway, lies the isle of *Bacalan*. To the S. W. from this island, near three miles, is the harbour of *Herring neck*, which is a fine harbour, sufficient for any ships.

From the round head of *Fogo*, which is the N. E. part of the island, to the outermost *Wadham's island*, the course is S. E. by E. distance 14 or 15 miles. There is a very good passage between these islands, often used by shipping. This passage is above a mile wide, and is between the second and third island; that is, you are to leave two of the islands without, or to the northward of you. Those islands are about 5 leagues in circuit, and lie near 2 leagues from the main land.

From the outermost of *Wadham's islands*, that is the N. E. isle to the *Gull isles* off *Cape Freels*, the course is S. E. distance 10 leagues. *Gull isle* is a small rock island, and lies about a mile and a half from the pitch of *Cape Freels*, which is a low point of land; between this cape and *Green's pond island* are several small islands and sunken rocks along shore. There is no passage from the cape towards *Green's pond* for shipping within the *Stinking isles*, without being very well acquainted.

The *Stinking islands* lie S. S. E. 2 leagues from *Gull island*, and N. N. W. 13 leagues from *Cape Bonavista*.

N. $\frac{1}{2}$ E. from *Cape Bonavista*, and N. 27° E. about 10 leagues from *Cape Freels*, lies *Funk island*. This island lies in the latitude of 49° 52' N. it is but small and low, not to be seen above 4 or 5 leagues in clear weather. There are two small isles, or rather rocks, at a small distance from the N. W. part. This island is much frequented by sea birds of various kinds.

About W. N. W. distance 7 leagues from *Funk island*, lie the dangerous rocks, called *Darel's ledge*, upon which the sea almost always breaks.

Green's pond harbour is situated on the west side of *Bonavista bay*, and bears from the *Stinking isles*, S. 63° W. distance upwards of 4 leagues. It may be known by the *Copper islands*, which lie to the southward of the harbour, and are pretty high, and sugar-loaf topped. This harbour is formed by several islands, that are detached about half a mile from the main land, the largest of which is called *Pond isle*, and makes the north side of the harbour. This island is tolerable high, and near 5 miles in circuit. The other islands, making the south side, are but small. This is but a small harbour. Towards the upper part two ships can scarcely lie a-breast. There is no danger in sailing into this harbour, until you approach its entrance, where you must be careful of a shoal; it is but of very small extent, whereon is not above 6 or 7 feet at low water; you may pass on either side of this shoal; but the north side is the widest and best passage.

S. 70° W. about 4 miles from the *Copper island* is *Shoe cove point*. About 2 miles to the northward of this point lies *New harbour*, in which ships may safely anchor, though it is but a small harbour.

Indian bay runs up west about 4 leagues above this harbour; at the head of which there is plenty of good timber.

From *Copper island* to the *Gull isle* off *Cape Bonavista*, the course is S. E. $\frac{1}{2}$ S. distance 10 $\frac{1}{2}$ leagues; and S. 20° W. distance 2 leagues from *Gull island*, lies *Port Bonavista*. It is a very unsafe place for ships to ride in, being directly open to the winds between the N. and W. and a loose sandy bottom.

Barrow harbour bears W. $\frac{1}{2}$ N. 8 leagues from *Port Bonavista*. This is a very good harbour.

From *Port Bonavista*, W. $\frac{1}{2}$ S. about 10 miles, lies the little harbour of *Keels*, which is only fit for fishing craft.

Directions for navigating from Cape Race to Cape Bonavista, with remarks upon the Fishing Banks.

FROM *Cape Race* to *Cape Ballard*, is N.N.E. about $3\frac{1}{2}$ or 4 leagues, between which, about half way, is *Clam cove* which is only for boats; and near to *Cape Ballard* is another cove, called *Chain cove*, where are several rocks lying before it (but there is no harbour, or bay, for ships to ride in) and fish between the two capes.

But to the northward of *Cape Ballard* is another cove for boats; and about 4 miles from the cape is *Freshwater bay*, near half way between *Cape Ballard* and *Renowes*, *Renowes* being the southernmost harbour the English have in *Newfoundland*.

From *Cape Ballard* to the south point of *Renowes*, the course is N.N.E. about 2 leagues. *Renowes* is but a bad harbour, by reason of sunken rocks going in, lying off the fairway, besides other rocks on each side, but it is a good place for fishing.

Those who go in there should be very well acquainted; when you are in, where ships usually ride, you have not above 15 feet water, and but small drift, by reason of shoals about you, and a S.S.E. wind brings in a great sea, so that it is very bad riding, and only used in summer time: The harbour lies N.W. about a league in; but you must keep the south side going in, for that is the clearest.

Off the south point of the entrance of the harbour is an island, a small distance from the shore; and off the said south point of the harbour, S.E. by E. about half a league is a great rock high above water, called *Renowes rock*, which you may see at least 3 leagues off in fair weather, but the rock is bold to go on either side.

From *Renowes point* to *Fermowes*, is $1\frac{1}{2}$ league N.E. by N. N.N.E. and N. tending about, but being a little without *Renowes*, the course will be N.N.E. till you come open of the harbour of *Fermowes*. Between the said two harbours is a cove, called *Bears cove*: a place only for bouts to stop at if the wind be contrary, but no inhabitants.

Fermowes is a very good harbour, and bold going in, no danger but the shore itself; it lies in N.W. and N.W. by W. Being past the entrance, there are several coves on each side of the harbour, where ships may and often do ride; the first cove on the starboard side (going in) or north side, is called *Clear's cove*, where ships seldom (but may) ride; the next within it, a little distance on the north side, is the *Admiral's cove*, (where lives a planter); in this cove you lie land locked from all winds, and ride in 7 or 8 fathoms, good ground.

The *Vice Admiral's cove* (so called) is on the south side, farther in, or more westerly, and is a very good place to ride in for many ships, good ground, and above the said cove, on the south side, farther in, is another arm or cove, where also you lie secure. You have about 20 fathoms water in the entrance of the harbour; but within you have from 14 to 12, 10, 9, 8, 7, and 6 fathoms, as you please, and the head runs up at least $4\frac{1}{2}$ miles.

From *Fermowes* to *Agua fort*, the course is N. by E. about a league, between which are two heads, or points of land, about a mile from each other, the southernmost, or next to *Fermowes*, is called *Bald head*, about a mile from the harbour's mouth of *Fermowes*; between which is a pretty deep bay, but all full of rocks, and no safety for boats to come on shore at in a storm; it is but a mile from the harbour, which is safe for ships or boats, and not above 2 miles to the entering of *Agua fort*.

The next head to the northward of *Bald head* is *Black head*, lying N. and S. one from the other, about a mile asunder; and from *Black head* to the point

of *Agua fort harbour*, is N.W. by N. 1 mile, which harbour is very good, and safe for ships; it lies in W.N.W. There is a great rock above water going in on the south side, which is bold too; you run up about 2 miles within the harbour's mouth, and ride on the north side, and lie land locked, as it were pond, like to *Ferryland pool*, but larger, where, with a piece of timber, you may make a stage from your ship to your stage on shore, being an excellent harbour, and water deep enough.

From *Agua fort* to *Ferryland head* (the south part of the head) the course is east, about 3 miles. *Crow island*, being about a mile from *Agua fort*, lies E.N.E. from the harbour's mouth, and from the S.E. end of *Crow island*, lies a shoal about a cable's length.

From the north part of *Ferryland head* to *Ferryland*, the course is W. b. N. about 2 miles: to go into *Ferryland port* or harbour, you must sail between the north part of *Ferryland head* and *Buoy island*; it is not very broad, but there is water enough, and clean ground; being within the said *Buoy island*, you may run in and anchor where you please; it being of a good handsome breadth; or you may go into the *Pool*, which is a place on the larboard side (going in) with a point of beach, where you ride in 12 feet water at low water, and where the admiral's ships generally ride, (the stages being near, several planters, inhabitants, live in this place.) From *Buoy island*, almost into the land to the westward, are small islands and rocks, which make *Ferryland harbour*, or port, and divide it from *Caplin's bay*; between the said rocks, in some places, is a passage for boats, and the water rises hereabouts $3\frac{1}{2}$, 4, and sometimes 5 feet, and sometimes 3 feet, and so it does generally in all the harbours of this land.

From *Ferryland head* to *cape Broyle head*, is N. by E. almost 4 miles, between which are three islands, which lie before *Caplin's bay*; there are channels to sail between them to *Caplin's bay*, that is, between *Buoy island*, which is the sternmost and greatest, and *Goose island*, which is the middlemost, and is the second in bigness next to *Buoy island*; also you may sail through between *Goose island*, which is the middlemost, and *Stone island*, which is the northernmost; but these passages are large enough for ships to sail or turn in or out; but between *Stone island* and the north shore, (that is, *cape Broyle*) there is no passage for a ship, only for boats, there being a great rock between *Stone island* and the north shore.

Caplin's bay is large and good, and runs in a great way W.N.W. at least 6 miles within the said islands, where many ships may ride in good ground, and where sometimes the *Newfoundland* ships meet that are bound with convoy to the Straights, but generally rendezvous at the bay of *Bulls*.

From *cape Broyle head*, (the north part of it) which lies in the bay or harbour of *cape Broyle*, W.N.W. and N.W. by W. about $7\frac{1}{2}$ miles, and from the south point of the entrance to the north point or head, is about 2 miles broad, and lies N. by W. and S. by E. one from the other.

Cape Broyle is the most remarkable land on all the south coast of *Newfoundland*, for coming out of the sea either from the southward or northward, it makes a swamp in the middle, and appears like a saddle. E.S.E. from the north point of *cape Broyle*, about half or three quarters of a mile, lies a sunken rock, called *Old Harry*, on which is but 18 feet water; the sea breaks upon it in bad weather, but between the shore and it, is water enough of 12 and 13 fathoms, and without it is a ledge of about the same depth, where they use to fish, but off the ledge is deep water of 40 or 50 fathoms and deeper. In very bad weather the sea breaks home almost to the shore from *Old Harry*, by reason of the current that sets strong generally to the southward.

From *cape Broyle* to *Brigus by south*, (so called, to distinguish it from another *Brigus* in the bay of *Conception*) is a league, but from the north head of

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Cape Broyle bay to *Brigus*, is but little more than a mile, and lies in N. W. and N.W. by W. *Brigus* is a place only for small ships of not above 7 or 8 feet draught of water to ride in the cove, which is not altogether safe neither; it is a place for fishing, where live two planters; there is an island so called, where they build their stages, and make their fish upon, who come there fishing, but the water comes not quite round, unless in a great storm or rage: It is a place of little consequence.

From *Cape Broyle* to *Cape Neddick*, the course is N. by E. northerly, 5 leagues; and from *Brigus point* to *Cape Neddick*, is N.E. almost $1\frac{1}{2}$ mile between which is *Freshwater bay*, but of no note. *Cape Neddick* is a high point, flat at top, and straight down to the water.

From *Cape Neddick* to *Baline head* is about half a league N.E. by E. between which is *Lamanche*. *Lamanche* is only a cove in the bay, where is no safe riding for any ship.

From *Baline head* to *Baline cove* is near three quarters of a mile; it is a place where ships use to keep two or three boats with a stage for fishing, where one planter lives; the place is not for ships, only small vessels may come in to lade, and lie within the rock called the *Whale's back*, which rock breaks off any sea, and there are two rocks above water, one on each side going in, and the *Whale's back* in the middle, but without the said rocks that are above water.

Against *Baline cove* lies *Goose island*, about a mile, or half a league to the seaward of *Baline*. *Goose island* is a pretty large island, three quarters or near a mile long.

From *Baline head* to *Isle de Spear* is N.N.E. a mile within the greatest of the said islands, which is the northernmost. Ships every year fish there; on this island is a stage on the inside, that is, on the west side, and good riding in summer season, the island being pretty large, but the northernmost island is only a round hill fit for no use.

The next to the *Isle de Spear* is *Toads cove*, where a planter lives, a place for boats to fish, but not for ships to ride.

A little without *Toads cove* (or to the eastward) is *Boxes island*, between which and it is no passage, but only for boats to go through at high water.

From *Baline head* to the *Momables bay* is N. by E. about 4 miles, and lies N.W. near 2 miles; it lies open to the sea, yet is a good place for fishing.

From *Baline head* to the north point of *Momables bay* (which is the south point of *Whitless bay*) the course is N.N.E. northerly, 4 miles off, which point is a shoal of rocks that lie a great way off, so that men must be well acquainted to go with ships between the said point and *Green island*, which is a small island right off against the said point, a little more than a mile; for if you intend to come through between them, then it is best to keep the island side, which is clearest.

From the said shoal point, or south point of *Whitless bay*, the land on the south side of the bay lies in, first part N.N.W. and after more westerly.

From the south point of *Whitless bay* to the north point of the said bay is N.E. by N. about a league, so that it is a large going into the bay, and about a league within *Gull island* to the head of the bay, there is turning in or out, but about half way into the bay on the north side (where the planters live and the Admiral's stage is) there is a ledge of rocks which you must avoid: the most part of them may be seen above water: you may lie but little without the outermost, which appears dry. This is a far better bay than *Momables*, by reason of the *Gull* and *Green island* lying without before it; you may sail between the islands, or between *Green island* and the south point of *Bay Bulls*, yet ships, after the beginning of September, will not care to ride in *Whitless bay*.

but rather come to *Bay Bulls*, which is but $1\frac{1}{2}$ leagues by sea to it, and not above $2\frac{1}{2}$ miles over land.

From *Cape Broyle* to *Bay Bulls* is N.N.E. half easterly, 5 leagues from the south head of *Bay Bulls* to the north head, called *Bull head*, the course is N. E. northerly, $1\frac{1}{2}$ mile, or thereabouts, between which two heads go in the *Bay Bulls*, lying W. N. W. for at least two miles, and after that N. W. for about a mile, to the river head. In this bay is good riding, from 20 fathoms at the first entrance between the heads, to 18, 16, &c. after you are shot within *Bread and Cheese point*, which is a point half the bay in, on the north side, where there is a cove, in which the Admirals keep their steege. You must give this point a little birth, for a sunken rock that lies off that point not half a cable's length, else all the bay is bad too, and nothing to hurt you but what you see. Being past that point, run up and anchor (or turn up) against the high hills called *Joan Clay's hill* (bring it N. E.) in 13 or 14 fathoms, which you will have there almost from side to side, but merchantmen run farther in, and anchor, some in 10, 9, or 8 fathoms, not above a point open, and others not above half a point. Men of War ride not three points open. Here, generally, the fleet is made up; that is, here they meet ready to sail (commonly for the *Streights*) by the 15th or 20th of September. It is from side to side against *Joan Clay's hill* as aforesaid, 430 fathoms, so that it wants but 10 fathoms of half an English mile broad.

From *Bay Bulls* to *Petty harbour*, the course is N. E. by N. $3\frac{1}{2}$ or 4 leagues between which is nothing remarkable of bays or coves, but a steep dead shore only. About midway is a place called the *Spent*, being a hallow place which the sea runs into, and, having a vent on the top of the land, near the water side, spouts up the water in such a manner that you may see it a great way off, especially if there be any sea, which causes the greater violence.

The entrance to *Petty harbour* is a large bay, for from the south point to the north point is a league distance, N. N. E. and S. S. W. and it is a league in, where the ships ride that fish there, being but a little cove. It lies in W. N. W.

From the north point of *Petty harbour* to *Cape Spear*, the course is N. E. by N. 2 miles, or thereabouts, and from thence the land tends into the N. W. to *Black head*, and so to the harbour of *St. John's*.

From *Cape Spear* to the harbour of *St. John's* is N. W. by N. 4 miles; between which are three bays, the first is from *Cape Spear* to *Black head*, and is called *Cape bay*; the second is from *Black head* to *Low point*, and is called *Deadman's bay*, several men and boats being formerly lost in that bay; the third is from *Low point* to *St. John's harbour*, and is called *Freshwater bay*.

The harbour of *St. John's* is an excellent good harbour (though narrow in the entrance) and the chief in *Newfoundland*, for the number of ships used and employed in fishing, and for smacks; as also for the number of inhabitants here dwelling and remaining all the year; it is narrow going in, not above 160 fathoms broad from the south point to the north point, but bold to the very rocks, or shore itself, and you have 16 or 17 fathoms, the deepest between the two heads: it lies N. N. W. but it is yet more narrow after the first entrance, by reason of two rocks lying within on each side, but above water, between which you are to sail, it being just 95 fathoms broad between them. But being past them you may run in boldly (it being then wider by a great deal) and can take no hurt but from the shore, only within the aforesaid rock. On the south side of it, a point within *Ring-moor* (which is a small bay) there lies a sunken rock about 30 fathoms off the shore, which has not above 8 feet water on it. Being in the harbour you may anchor in 8, 7, 6, 5, or 4 fathoms, as you please, and be land-locked from all winds, for it lies up W. S. W. You must observe that you cannot expect to sail in, unless the wind be at S. W. or to the southward of it, and then the wind casts up between the two hills,

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But be sure, if unacquainted, that you mistake not the harbour of *St. John's* for a place called (*Quidly Viddy* or) *Kitty Viddy*, which is within a mile of it, and shows an opening like a good harbour, as *St. John's*, but it is not so, being a place only for boats to go in; it is narrow and dangerous, even for boats, at low water; you may know it by a round bare hill (head like) in the form of a haycock, which is called *Cuckold's head*, and is just at the south part of the entrance of this *Kitty Viddy*, and to the northward of *St. John's* three quarters of a mile, or more; but besides this your course from *Cape Spear* will guide you.

From *St. John's* to *Torbay*, the course is between N. by E. (being at a little distance without the harbour) and N. About $2\frac{1}{2}$ leagues between *St. John's* and *Torbay*, are several points which have names given them, that is, from *St. John's* to *Cuckold's head*, going into *Kitty Viddy*; the next is *Small point*, which lies N.E. by N. about 2 miles from *St. John's*; the third is *Sugar loaf point*, and lies N. by E. from *Small point*, half a league; the fourth is *Red head*, and lies north from *Sugar loaf*; about 2 miles between which, that is, *Sugar loaf* and *Red head*, is a bay, called *Logy bay*; and the fifth point is the south point of *Torbay*, and lies N. by W. half a point westerly, from *Red head*, about 2 miles. The point of *Torbay* is lower than all the rest. From the said south point of *Torbay* to the anchoring place where ships usually ride, the course is W. by N. 2 miles and more where you anchor in 14 fathoms against *Green core*. But if you are open of the bay, the course is W.S.W. for the bay is large, and at least 1 league from the south point to the north point, which north point is called *Flat rock*; so that if you come from the northward by *Flat rock* (which is a low black point, with a flat rock lying off it, and breaks on it) your course then into *Torbay* is S.W. a league. There live two planters at *Torbay*. It is a bad place for ships to ride in with the wind out at sea, for being open to the ocean there falls in a great sea.

From the north point of *Torbay* (called *Flat rock*) to *Red head* by N. the course is N. by W. about half a league; but from *Flat rock* to *Black head* by N. the course is N. by W. $\frac{1}{2}$ W. 2 leagues.

From *Black head* to *Cape St. Francis* is N.W. 5 miles; *Cape St. Francis* is a whitish point, and low in comparison to the other land, but at sea the high land over it is taken for the cape. Within the point of the cape to the southward of it is a cove, called *Shoe cove*, where boats used to come a tilting (using the fisherman's expression) that is to split and salt the fish they catch, when blowing hard and is bad weather, cannot get the places they belong to in time. In this cove you may haul up a boat to save her if the wind be out, for with northerly, westerly, and southerly winds you will lie safe. There is a good place off it to catch fish.

About half a league off, triangular ways, from *Cape St. Francis*, lie sunken rocks; the outermost lie E.N.E. from the cape, about $1\frac{1}{2}$ mile. There are also great rocks above water, like small islands, the outermost of which lies about three quarters of a mile east from the cape; and the innermost not half a mile off shore, between which rocks (or island) and the sunken rocks you may go (as has been done) with boats, and find water enough for any ship; but men are unwilling to venture, there being no advantage in the case. These great rocks make the aforesaid *Shoe cove* the better and more safe.

There is also another cove to the northward of the point of the cape, for boats when the wind is off the shore, but else not safe.

From *Cape St. Francis* to *Bell Isle*, is S.W. and S.W. by S. δ or $5\frac{1}{2}$ leagues, being a large island, not above a league from the shore, against which island,

on the main, is a cove called *Portugal cove*, where they used to catch and cure fish in summer time, and lies to eastward. *Bell-isle* is about 2 leagues in length, and about 3 miles broad, and the ships that fish there lie in a little cove on the south side of the island, which will contain 5 or 6 ships, according to the rate as they lie in *Bay Verds*.

From *Cape St. Francis* to the island of *Bacalieu*, is N. by E. about 10 leagues. *Bacalieu* is an island two leagues long, and above half a league broad, about which boats used to fish; there are no inhabitants on it, but abundance of fowls of several sorts, which breed there in the summer time. Between this island and the main is about a league, where you may sail through with ships, if you please. *Bay of Verds head* and the S.W. end of *Bacalieu* lie E. by N. and W. by S. one from the other about $1\frac{1}{2}$ leagues.

From *Cape St. Francis* to the *Bay of Verds head*, is N. about $8\frac{1}{2}$ leagues; and from the head to the bay or cove, where ships ride, is about $\frac{1}{2}$ of a mile to the westward of the head; the place where ships ride is not above a cable's length from one point to the other, which lie N. and S. one from the other; you lay your anchors in 10 fathoms, and your ships lie in 5 fathoms, with a cable out; your stem then is not above half a cable's length from the stages. The ships that ride there, are forced to seize their cables one to another, and you cannot ride above seven or eight ships at most; it is a bad place, and hazardous for ships to ride, except in the summer time, by reason of the great plenty of fish, and they being so near them, make fishing ships desire that place the more, although there are several inconveniences in it, as being a very bad place for wood and water, &c.

The ships lie open to the S.W. in the *Bay of Consumption*. There is a cove also on the east side of the *Bay Verds head*, about a musket-shot over from *Bay Verds* itself, called the *Black cove*, where stages are, and boats kept to catch fish.

Bay Verds is easily to be known by the island *Bacalieu*, and also by another head within *Bacalieu*, shooting out, called *Split point*, and also *Bay Verds head* itself, which is the westernmost; these three heads shew very bluff, and very like one another, when you come from the southward; there is no danger in going into *Bay Verds* but what you see. Here dwell several planters.

From *Bay Verds head* to *Split point*, which is against *Bacalieu island*, your course is E.N.E. about half a league.

From *Bay Verds head* to *Flamborough head*, is S.W. by W. about 2 leagues. *Flamborough head* is a black steep point, but no place of shelter for a boat, but when the wind is off the shore, neither is there any safety between *Bay Verds* and *Carbonera* (which is about $10\frac{1}{2}$ leagues, and lies S.W. by S.) only two places for boats, the one in the S.W. cove of *Green bay*, which is but an indifferent place, and lies S.W. about $4\frac{1}{2}$ leagues, from *Bay Verds*; the other in *Salmon cove*, which is about three leagues to the northward of *Carbonera*.

From *Bay Verds head* to *Green bay* is S.W. about $4\frac{1}{2}$ leagues. This bay is above a league over, but has nothing considerable in it, only the aforesaid S.W. cove, and a place in the bottom of the bay, where the Indians come every year to dig oaker, to oaker themselves.

From the south point of *Green bay* to *Black head* is S.W. a league; and from *Black head* to *Salmon cove* is S.W. by W. 4 miles; it is a place of shelter for boats, an island lying in the middle; a river in the said cove runs up, in which are plenty of salmon.

From *Black head* to *Carbonera* is S.W. $\frac{1}{2}$ S. between 4 and 5 leagues.

From *Salmon cove* to *Carbonera*, the course is S.W. about 3 leagues. The south end of *Carbonera island* is low, upon which is a fort of 20 guns, which the merchant-men made for their defence. The harbour of *Carbonera* is very bold on both sides, so is the island, between which and the main are rocks,

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which are just under water. This is a good place for ships to ride in, and for catching and curing fish, having several inhabitants, with good pasturage, and about 100 head of cattle, which afford good milk and butter in the summer time. There is very good anchoring, in clear ground, fair turning in or out, being a mile broad, and 3 miles in the river, riding in 5, 6, 7 and 8 fathoms, or deeper water, if you please. But to the northward of this point of *Carbonera*, are two coves, where planters live, and keep boats for fishing; the northernmost of these two coves is called *Clown cove*, not good for ships, but boats, being about 2 miles from *Carbonera*; the other is called *Crocket's cove*, where live two families, and is but a little to the northward of the entrance of *Carbonera bay* or port.

If you are bound or intend for *Carbonera*, you may go on which side the island you please, which lies without the bay (or entrance) about a mile from the shore; but if you go to the southward of the island, you must keep the middle between the point of the island, and the south point of *Carbonera*, because it is foul off the S. V. end of the island, and off the south point of the main, therefore your best going in is to the northward of *Carbonera* island, and so is the going into *Harbour Grace*, to the northward of *Harbour Grace island*; *Carbonera* lies in W.S.W. 2½ or 3 miles, from *Carbonera* to *Harbour Grace* S.S.E. a league or more.

Carbonera and *Harbour Grace* lie N.N.W. and from the other, above a league; but *Harbour Grace* lies from the entrance W.S.W. at least 8 miles, and is a mile broad. But between *Carbonera* and *Harbour Grace* is *Musketa cove*, where ships may ride, but seldom use it. Here live two planters. It is not so convenient for fishing ships as other places, although clean ground, water enough, and large.

You may turn into *Harbour Grace* all the bay over, from side to side, and come off which side you please of the rock, called *Salvages*, which is almost in the middle of the channel. But there is another rock on the north side, called *Long Harry*, something without *Salvages*, near the north shore, where you go between the main and it with boats, but needless for ships, although water enough. Both the rocks are a great height above water. Being within, or to the westward of the rock *Salvages*, you may turn from side to side, by your lead, till you draw towards a mile off the point of the beach, (within which the ships ride); you may then keep the north shore, because there is a bar or ledge shoots over from the south side, almost to the north shore.

To know when you are near the said bar, or ledge, observe this mark; you will see two white rocks on the land, by the water side, in a bank on the north side, which shews whiter than any place else, and is about a mile below, or to the eastward of the beach, which is good to be known, being a low point, nothing but beach for some distance; keep the said north shore pretty near, where you will have 3½ fathoms on the bar, and presently after 4, 5, 6 and 7 fathoms; but if you stand over to the southward till you are got within the said bar or ledge, you will not have above 7, 8 and 9 feet water: this sand tends S.E. from athwart the aforesaid two white rocks, and runs over close to the south side; but being past that, as aforesaid, you may turn from side to side, till within the beach, and ride landlocked, in 4, 5, or 6 fathoms, or higher up, in 7, 8, 9, or 10 fathoms, as you please. The harbour or river runs up S.W. by W. at least two leagues above the beach, navigable.

Being bound to *Harbour Grace*, be sure to go the northward of *Harbour Grace islands*, which lie before the harbour, above a mile off, for the southward of the islands, between it and the south shore of the harbour, is foul ground: the harbour lies in W.S.W.

From *Harbour Grace* to *Cape St. Francis*, is East Northerly, 7½ leagues.

From *Harbour Grace* to *Bryant's cove*, is S.W. about half a league, but is no place where ships use; one planter lives there, it being a good place for catching of fish. In the entrance of this cove lies a rock in the middle, but above water. You may go in on either side with a ship, and have 4 or 5 fathoms, and anchor within it in clean ground.

From *Harbour Grace* to *Spaniard's bay*, is S.S.W. about 3 leagues. This bay is deep and large, almost like *Bay Roberts*; but there are no inhabitants, neither do men use this place for fishing, but there is good anchoring all over the bay; it is but a small neck of land over *Bay Roberts*.

From *Spaniard's bay* to *Bay Roberts* is S.E. by E. Southerly, about 2 miles. This bay is about $2\frac{1}{2}$ miles broad, from the north point to the south point, which lie N.W. and S.E. one from the other; there is very good turning into the bay, and no danger but what you see. You may borrow on either side, and go close to the island, which lies on the starboard side going in. The bay is at least three leagues long from the first entrance; it runs up with two arms, after you are a league in; the one lies up W.N.W. and is the deepest, and the other S.W. Being past the island, or to the westward of it, which is bold too, you may run up about a mile, and lie landlocked in 9 or 10 fathoms, within the island.

From *Bay Roberts* to *Port Grave* is 3 or 4 miles about the point; this bay is large, deep and very bold, as the other bays are; there is a cove on the starboard side going into this bay, called *Sheep's cove*, where you may moor your ship by head and stern, and ride in $4\frac{1}{2}$ and 5 fathoms, but your anchor, to the S.W. lies in 22 fathoms, about a cable and a quarter's length from your ship.

From *Sheep's cove* to *Port Grave*, is W. by S. a mile, or somewhat more, but ships ride not within the small islands which are by *Port Grave*, it being shoal water within them, but ride off without them.

From *Sheep's cove* to *Cupid's cove* the course is S.S.W. about 4 miles; it is a good place for a ship or two to ride in, in 4, 5 or 6 fathoms, and not above a point open; the cove lies in S.W. and the south side of the bay to *Lavent-head* lies, N.E. by E. and S.W. by W. one from the other, about a league; for *Sheep's cove* and *Cupid's cove* are in the same bay of *Port Grave*; but *Cupid's cove* is on the south side, and the other on the north side; the bay runs up W.S.W. and is about three leagues long.

Burnt-head, which is the south point of the bay, and *Port Grave*, lie S.E. by E. and N.W. by W. $2\frac{1}{2}$ or 3 miles. *Burnt-head* is so called by reason the trees that were on it are burnt down.

From *Burnt-head* to *Brigus*, is S. by W. 1 league. The south point of *Brigus* is a high ragged point, which is good to know it by; the bay of *Brigus* is not above half the breadth of *Port Grave bay*, and you run up S.W. by W. and W.S.W. about half a league, and anchor on the north side, where two planters live in a small bay. Only small ships use this place, it being so far up the bay of *Conception*.

From *Brigus* to *Collier's bay*, is S.S.W. $2\frac{1}{2}$ or 3 miles; and from *Collier's bay* to *Salmon cove* is S. about $2\frac{1}{2}$ miles, but no considerable place. It is sometimes called *Salmon pool*.

From *Salmon cove* to *Harbour main* the course is S.S.E. about two miles. It is a good place for fishing, but ships seldom go so high up in the bay.

From *Burnt head* to *Harbour main* is about $3\frac{1}{2}$ leagues; and from *Harbour main* to *Holy-road* is S.E. by S. about 2 miles; then the land tends about to the eastward towards *Bell-isle*. *Holy road* has $1\frac{1}{2}$ fathoms water, good ground.

From *Pay Verd's-head* to *Split-point* the course is E.N.E. half a league. From *Split-point* to the point of the *Grates*, N.N.W. two leagues.

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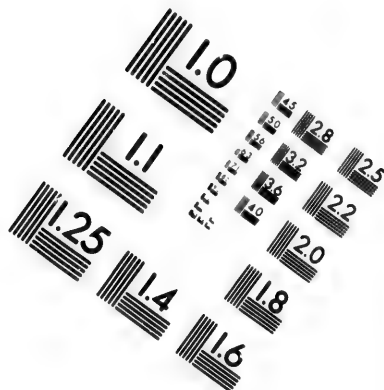
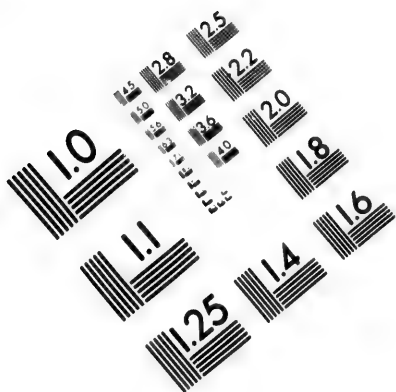
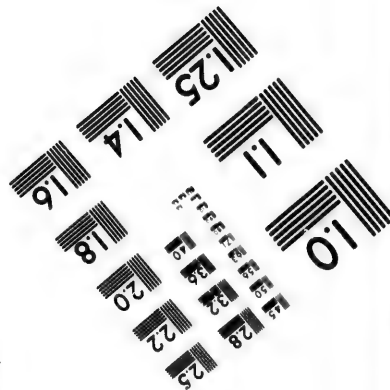
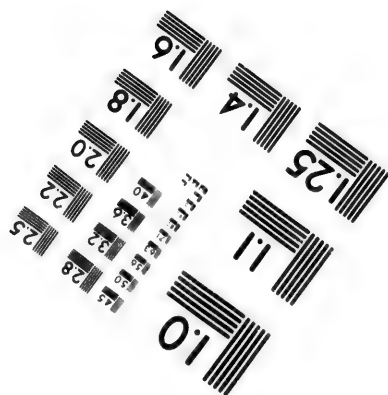
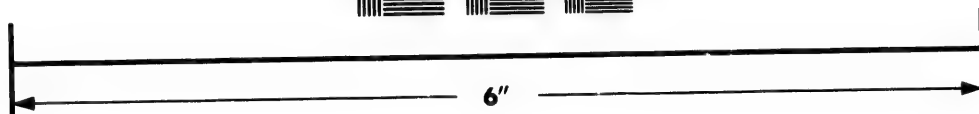
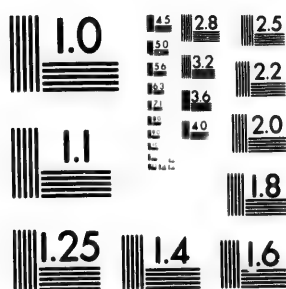


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From the point of the *Grates* to the N.W. or north end of the island *Bacalicu*, the course is E. by S. $4\frac{1}{2}$ or 5 miles.

From the *Grates* to *Break-heart point*, N.N.W. W.N.W. and W. tending about two points. Between the *Grates* and this point is a bay, where boats may lie with a wind off the land of *Break-heart point*; there is a ledge of rocks, but above water.

From *Break-heart point* to *Sherwick point*, going into *Old Perlican*, the course is S.W. by S. 5 or 6 miles. To the southward of *Break-heart point* is a small island some little distance off the shore, called *Scurvy island*; between the said island and *Cherwick point* runs in a pretty deep bay, and lies in S.E. from *Sherwick point*, about three-quarters of a mile.

Sherwick point is bold, off which is a rock above water; this point is the north point of *Old Perlican*. Those who are bound to *Old Perlican*, cannot go with a ship to the northward of the island, that is, between the island and *Sherwick point*. Although it seems a fair passage, yet it is altogether foul ground, and a shoal of rocks from the main to the island (which island is about a mile and a quarter round, and about half a mile in length); therefore whoever intends for *Old Perlican* with a ship, must go the southward of the island, between that and the main, and run in within the island, and anchor in 4 or 5 fathoms. But there is a rock just even with the water, and some under water, that lie about the middle of the bay, within the island, or rather nearest to the main. *Old Perlican* is but an indifferent road; if the wind comes out at W.N.W. you are forced to buoy your cables for the badness of ground, and the boats go a great way to catch fish, about 5 or 6 miles, unless it be in the very middle of summer. In this place live several planters.

From *Old Perlican* to *Sille cove* is W.S.W. Southerly, about 7 leagues; *Sille cove* is but an indifferent place for ships, such as *Bay Verda*.

From *Old Perlican* to *New Perlican*, the course is W.S.W. 8 leagues. This is a very good harbour, where you may lie landlocked in 5, 6, 7, 8, 9, or 10 fathoms. It is very bold and large going in, so that if you can see the point before night, you may safely run in, nothing to hurt you but the shore itself; the easternmost point going in is called *Smutty-nose point*, and the westernmost *Gorlob point*, between which is the entrance, which is almost two miles broad, and has about 20 fathoms water; and as you sail in it grows narrower and shoaler, lying in first W.S.W. after runs up to the westward in a bite, where you lie landlocked, and above half a mile broad, so that you may turn in or out, and anchor in what depth you please, from 12, 10, 8, 6, 5 or 4 fathoms, very good ground. From *New Perlican* it is about 5 leagues over to *Random-head*, and they lie nearest N.W. and S.E. one from the other. In the river or bay of *Random* are several arms and harbours, for *Random* and *Smith's sound* come all into one, but it is 9 or 10 leagues under the head of each where they meet, and there is a little island at the head, where is 4 and 5 fathoms; only at the island going through you have not above 12 feet water, and it is not a mile broad there. *Smith's sound* runs in W.S.W. about 15 leagues from *Bonaventure* to *Tickle harbour*, the bottom of *Trinity bay*; but there is a bay, called *Bay Bulls*, which runs in 3 or 4 leagues, and is not over, from thence to *Placentia bay*, (the back or west side of the land) about two miles; and the islands of *Placentia bay* are about 9 or 10 leagues long each, and 5 broad on which are many deer; they lie N.W. and S.E.

From *Bonaventure* to *Ireland's eye* is S.W. 2 or $2\frac{1}{2}$ leagues.

From *Bonaventure-head* to *Bonaventure*, the course is N.W. half a point westerly, about 2 miles, or more; but being got a mile from the head, then the harbour lies N.W. by N. about a mile to the Admiral's stage. The port *Bonaventure* lies within two small islands, between which you sail in, but you may go on either side of the island between that and the main, if you have a

leading wind, no danger, and have 4 or 5 fathoms at least, and run within the said islands, and anchor in that depth, in good ground. You have there a very secure place for boats, in bad weather, running in within a point behind, or to the northward of the Admiral's stages, like a great pond, leaving the planter's house on the larboard side; this place will contain above 100 boats in security.

There is an island which lies off the west point of the harbour, called *Gull island*, off which they used to fish; from the said island the harbour lies in N. about a mile. There are several islands which are without, off *Bonaventure*, the one is from the port S.S.W. 5 or 6 miles, called *Green island*, which is a pretty large island, and you see it as soon as you come out of *Trinity harbour*, in fair weather; another island lies S.W. by S. 3 miles, and another island without that, about 4 or 5 miles from *Bonaventure*; the course is S.W. by S.

From the *Bonaventure-head* to the *Horsechops* is E.N.E. $3\frac{1}{2}$ leagues.

From *Bonaventure-head* to *Trinity harbour*, is N.E. by N. about 3 leagues; between which are some bays, but not for ships to ride in, unless the wind is off the shore.

The *Horsechops* and *Sherwick point* (being the north point of *Trinity harbour*) lie W.N.W. and E.S.E. one from the other, 2 leagues. Between the *Horsechops* and *Trinity harbour* are two places, where ships used to fish; the one is *English harbour*, and is W.N.W. from the *Horsechops* 2 miles, and after you are about a point, tends E.N.E. again; it is a clean bay, and you ride in 4 or 5 fathoms water; a planter or two live here.

From *English harbour* to *Salmon cove*, the course is N.W. by W. westerly, about half a league; it is a place for fishing, and there is a river which runs up about 2 miles to the northward.

Without *Salmon cove* is a headland, called *Foxes island*, yet joins to the main by the neck of beach. To the northward of the said island, or headland, between it and *Sherwick point*, runs in a bay, called *Robin Hood's*; and in the said bay, behind a point which lies out, small ships ride, and fish there.

From the *Horsechops* to *Trinity harbour*, the course is W.N.W. about two leagues. *Trinity harbour* is the best and largest harbour in all the land, having several arms and coves, where many hundred ships may all ride landlocked: It is a place which you may turn in or out, being bold too on either side, neither is there any danger but what you see, only going into the S.W. arm, where the Admiral's stage usually is, lies a shoal, called the *Muschel bank*, which shoots off from the point, within the small island, on the larboard side going in, and lies over N.W. about a third of the breadth of that arm, which you must avoid: Being within that bank, which will discover itself by the colour of the water, you may edge close to the south shore, if you please, or keep your lead going, to avoid the *Muschel bank*, giving it a little distance: you may anchor in 14, 12 or 10 fathoms, and you may come so near to the stage on shore, as to make a stage with topmasts to your stage on shore, to lade or unlade your ship. It is a most excellent harbour; for after you are in this S.W. arm, there is another runs up W.N.W. near 2 miles; and near the head of that another runs up S.S.W. but there is a bar or ledge, at the entrance of this S.S.W. arm, but the former W.N.W. is a large place, and good anchorage for 500 sail of ships. You have besides these aforementioned arms, the harbour, turning or lying up N.N.W. and being within the harbour, both you may ride in a cove, large and good on the starboard, or east side, and landlocked in good ground, where planters live; and over against that cove, on the larboard, or west side, are two other coves; the northernmost of them is called the *Vice-Admiral's cove*, for the convenience of curing fish: and above, or to the northward of this, is a large cove or arm, called *God Almighty's cove*, where there is room enough for 3 or 400 sail of

ships to ride, all in clear ground, neither winds nor sea can hurt you, nor any tide; in which place ships may lie undiscovered, until you run up so far as to bring it open. Several other places there are in this excellent harbour, good clean ground, tough clay in all the arms and coves of *Trinity*. and have 4 and 5 fathoms water, within two boat's length off the shore, any where, and 6, 7, 8, 9, 10, 12, and 14 fathoms, and some places more, in the middle of the arms and channels, as you please; you may turn in or out, as aforesaid, observing your tide, which rises there about 4 feet, sometimes more. For not only *Sherwick-point* is bold, which is the northernmost, but also *Salvages*, which is the southernmost.

From the *Horsechops* to the south head of *Cattalina bay*, is N.E. by N. and N.E. 5 leagues. About a league to the northward of the *Horsechops*, is *Green bay*, which runs pretty deep in, but no place where ships use to ride or fish. Being past *Green bay*, there is no place or cove for boats, till you come to *Ragged Harbour*, or *Cattalina*.

From the south head of *Cattalina bay* to the north head, is N.N.E. 3 leagues, between which two heads is *Ragged harbour* and *Cattalina harbour*. *Cattalina harbour* lies from the south head N. by E. Northerly, about two miles.

Ragged harbour is so called, by reason of the abundance of ragged and craggy rocks, which lie before and within the harbour; there is no going into the southward, with ships, but only for boats, and that you must be well acquainted with, for there are very many rocks above and under water.

Those who intend for *Ragged harbour*, with a ship, must go to the northward of all the aforesaid ragged rocks or islands, that lie before it, (which make the harbour) and run so far to the northward till they bring *Ragged harbour* open; then sail in between a round island which lies close to the main, and a great black rock, which lies off the north end of all the *Ragged islands*; sail in till they are about the middle of the aforesaid islands, which will be to seaward of them and anchor there. There is a river of fresh water at the head of the harbour, but no inhabitants.

Two miles to the northward of *Ragged Harbour*, is the harbour of *Cattalina*, which is a very good and safe harbour, and good ground, not above 3 fathoms, from 3 to 4, 5, 6, 7, or 8 fathoms, as you please. You may, with a leading wind, sail between the small island, which is a little to the southward of the harbour, and have 4 or 5 fathoms at the least going through, but it is not above a cable's length broad; or you may go without the said island, to the eastward of it, giving the island a small birth, and so sail in with the middle of the harbour; for about a mile distance from the south point of the harbour, E.N.E. is a shoal, upon which, if there be ever so small a sea, it breaks; but you may sail between the island and the shoal, or you may go to the northward of it, between the shoal and the north shore, and borrow off the north side of the main, off *Little Cattalina*, a bay which lies in.

Being off *Little Cattalina*, all the way to the harbour, you have not above 10 fathoms, and from 10 to 8 and 7 fathoms, then 8 and 9 fathoms again. It is reported there is a rock which lies about three quarters of a cable's length from the south point of the entering into the harbour, which has but 9 or 10 feet water on it; however, it is easily avoided, if any such, by keeping something nearer to the north shore, till you are shut within the said point, for all the harbour over is good sounding. Close to the shore, within the harbour, you may anchor in 5 fathoms, landlocked. In the S.W. arm the harbour lies in W.S.W. or you may anchor in 3½ fathoms within, to the southward of the little small green island, within the said harbour, or run up 2 miles towards the river-head, where fresh water runs down. In this harbour you may anchor in 7, 6, 5 or 4 fathoms. There is a kind of a bear rises in

this place very often, that will cause the water to rise 3 feet suddenly, and then down again, and you have it two or three times in three or four hours, at certain seasons. It is a very good harbour, and abundance of herb Alexander grows on that small island in the harbour. Here is store of salmon to be caught at the head of the harbour, if you have nets; and near a small cove in the W.N.W. within the small island, is a fire stone, of a glittering colour, a kind of mineral; excellent good wheel-locks growing in the rocks.

From *Cattalina harbour* to *Little Cattalina* is N.N.E. about half a league; it seems to be a good sandy bay.

From *Cattalina harbour* to the north head of the bay, is N.E. Easterly $1\frac{1}{2}$ league.

From the north head of *Cattalina bay* to *Flower's point*, the course is N. by E. $1\frac{1}{2}$ league, off which point are sunken rocks, called *Flower's rocks*; the sea breaks upon them in a swelling (or great) sea, and they discover themselves plain; they lie about half a league off shore; you may go between the point of the *Flower's* (which has some rocks lying off it) and the said sunken rocks; you have a mark, if in the day time, to go without them, which is to keep *Cape Larjan* open to *Bird's island*, and that will carry you clear without, to the eastward of them, with any ship.

From *Flower's point* to *Bird's island* the course is N. by W. about 3 $\frac{1}{2}$ miles. Within the said *Bird's island* is a large bay, one arm within the south point of the land, which runs up W.S.W. a good distance, where ships may ride; there is another arm also runs up within some rocks, which are above water; the bay runs to *Cape Larjan*. *Bird's island* abounds with willocks, pigeons, gulls, &c. which breed there in summer.

From *Bird's island* to *Cape Larjan*, the course is North Easterly, between 2 and 3 miles.

From *Flower's point* to *Cape Larjan* is N. half a point westerly; *Cape Larjan* is but a low point, off which lies a great rock, above water.

From *Cape Larjan* to *Spiller's point* is N.N.W. a small league; between which cape and *Spiller's point* runs in a pretty deep bay, over which point, between that and *Cape Larjan*, you will see the high land of *Port Bonavista*, when you are a good distance off at sea, being high land. *Spiller's point* is indifferent high, steep up, and bold too.

From *Spiller's point* to *Cape Bonavista*, the course is N.N.W. about a league, between which is a very great and deep bay, so that men unacquainted, would judge that there went in the harbour of *Bonavista*. It is but a small distance of $2\frac{1}{2}$ miles over, from the bottom of the bay to *Port Bonavista*, by land, and is but a mere neck of land. From *Redhead bay* to this bay is not above half a musket shot. The head of *Cape Bonavista* appears at a distance of nsky-colour. About three quarters of a mile N. by W. from the cape, is a small island, called *Gull island*, easy to be known, being indifferent high, and highest in the middle, and makes something like the form of a *Hear-de-lys*, or a hat with great brims; you may see it 4 or 5 leagues off, in clear weather; and N.E. about a league from *Cape Bonavista*, is a ledge of about 10 fathoms water on it, where boats use to fish. *Cape Bonavista* lies in lat. $49^{\circ} 10'$.

From *Cape Bonavista* to *Port Bonavista*, the course is S.W. about 5 miles. If you come from the southward, and intend for *Bonavista* you may sail between *Gull island* and the cape, they being bold too, and about three quarters of a mile asunder, but you must leave *Green island* to your larboard side, going to *Bonavista*, for between it and the main is but narrow, and some places shoal rocks, not safe for ships to pass through; but you may sail between the said *Green island* and the *Stone island*, with any ship without danger, being safe and bold; or you may go to the westward of *Stone*

island, and run to the southward, till you open the bay or harbour of *Bonavista*, and are past *Moses point*, and so to the southward of the rocks, called the *Sweeres*, which are high rocks within which you ride (for there is no passage to the northward of them) and lie in 11, 10, 9, 8, 7, 6, or 5 fathoms, as you please, and must always have a good anchor in the S.W. and another fast in the *Sweeres*, or anchor in the N.W. for westerly winds blow right into the road. It flows generally to the northward about *Bonavista*, and the places adjacent, W.N.W. that is a W.N.W. moon makes the highest water, which most masters of ships using these parts have observed.

With small vessels you may go between *Green island* and the main (but not with great ships) and so to *Red head*; but the bay between the points (over against *Green island*) and *Red head*, is all foul ground to anchor in. A little distance, about a cable's length from the shore, is a sunken rock, but with boats you may go between the shore and it; the sea breaks on it. Being past *Red head*, you sail S.W. to *Moses point*; between which two points is a large bay or cove, called *Baylis cove*, where you may anchor on occasion. There is a stage kept generally for fishing every year, on the larboard or north side of the bay.

From the east part of the Grand Bank of *Newfoundland*, in the latitude $45^{\circ} 06'$ to the east part of the bank *Queco*, in lat. $44^{\circ} 16'$ is considered by those who have run it, 120 leagues distant. The north part of the bank *Queco*, in lat. $45^{\circ} 06'$ —the S.W. of *Queco* in $44^{\circ} 16'$ and the *Isle of Sables*, in the latitude $44^{\circ} 16'$, and about 14 leagues to the westward of bank *Queco*; the north part of *Queco*, on a west course, is about 18 leagues in length; from the N.W. part of *Queco*, to the harbour of *Causo*, is N.W. by W. $\frac{1}{2}$ W. 39 leagues, after you have lost soundings of *Queco*, on which is commonly about 35 fathoms, unless on the S.E. part, where (and on a certain spot near the middle) there is but 18 fathoms after you are to the westward of *Queco*, and also before you have 100 and 95, fathoms black mud; there is a small narrow bank, about 2 leagues to the N.W. of the middle of *Queco*, but it reaches not so far to the northward as the north part of *Queco*; about 20 leagues W.N.W. from the N.W. point of *Queco* you will strike ground on *Frenchman's bank*, which is a narrow bank, that stretches E.S.E. and W.N.W. athwart the harbour of *Causo*, about 9 leagues off; you must keep your lead going when you reckon yourself nigh this bank, or else on a N.W. course you will soon be over it, being not past 3 leagues broad, and when over it you will have 100, and 95 fathoms, black mud; it is the best way to fall to the westward of *Causo*, because on the *French coast* you have no soundings, and the winds in the summer are generally S.W. and W.S.W. and very often foggy.

The ground to the westward of *Causo* rises very sudden, from 100, 95, 70, to 40 fathoms, hard ground; then you are not past 2 or 3 miles off the land; be careful of sailing in with *Causo* in foggy weather, for S.E. and E.S.E. from it lie sunken rocks, which in fair weather seldom appear at high water.

The Course and Distance of the Coast of Newfoundland, between Cape Race and Cape Spear.

These Courses set by a Meridian Compass, with allowance of Variation.

	Course.	Leagues.
FROM Cape Race to Cape Ballard	N. N. E.	3 1/2 or 4
..... Cape Ballard to the south point of Renowes	N. N. E. 1/2 Northwly.	1
..... Cape Ballard to Renowes Head, which is high above water	N. E. by N. 1/2 N.	5
..... Cape Ballard to Ferryland-head	N. N. E. 1/2 E.	1 1/2
..... Renowes Point to Ferryland-head	N. N. E. by N. 1/2 N.	3 1/2
..... Renowes to Ferryland-head	N. N. E.	1 1/2
..... Renowes to Bald-head	N. E. by N. 1/2 Northwly.	1 1/2
..... Bald-head to Ferryland-head	N. E. by F.	1
..... Bald-head to Black-head	N. W. by N.	1 1/2
..... Black-head to Ferryland-head	East Northwly.	2
..... Black-head to Agua Fort	E. by S.	1 1/2
..... Agua Fort to Ferryland-head, the south part of the head	N. by E.	1 1/2
..... Agua Fort to Crow island	N. N. E.	1 1/2
..... Crow island to Ferryland-head	N. N. E. 1/2 E.	5 1/2
..... Ferryland-head to Cape Broyl-head	W. N. W.	11
..... The East end of Bury island to Cape Broyl-head	N. by W.	2 1/2
..... Ferryland-head to the S. of Gull island, which is off Whidless bay	N. W. 1/2 W.	1 1/2
..... Ferryland-head to Cape Spear	N. by E. Northwly.	1 1/2
..... Cape Broyl-head, the bay or harbour Cape Broyl lies in	N. E. by N.	1 1/2
..... Cape Broyl-head, to the N. head of Cape Broyl harbour, or Briggs point	N. N. E. 1/2 Northwly.	2 1/2
..... the said North point of Cape Broyl harbour into Briggs, is	N. W. by W.	1 1/2
..... Cape Broyl head to Cape Noddick	N. N. E.	1 1/2
..... Cape Noddick to Baline head	N. N. E.	1 1/2
..... Cape Broyl to Baline head	N. N. E.	1 1/2
..... Baline head to Baline, is N. W. and N. W. by W. 1/2 of a mile	N. N. E.	1 1/2
..... Baline head to Isles de Spear, the body of them	E. by N.	1 1/2
..... Baline head to the S. E. end of Spear island	N. E. 1/2 Northwly.	1 1/2
..... Baline head to the S. E. end of Goose island	N. E. by N.	1 1/2
..... Baline head to Green island	N. E. 1/2 N.	1 1/2
..... Baline head to Gull island	N. E. 1/2 N.	1 1/2
..... Baline head to Bay Bull's head	N. E. 1/2 N.	1 1/2

..... the said North point to Cape Neddick	N. by N. 1/2 N. 1/2	1 1/2
..... Cape Neddick to Baline head	N. by N. 1/2 N. 1/2	1 1/2
..... Cape Broyl to Baline head	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to Baline, is N. W. and N. W. by W. 1/2 of a mile	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to Isles de Spear, the body of them	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to the S. E. end of Spear island	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to the S. E. end of Goose island	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to Green island	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to Gull island	N. by N. 1/2 N. 1/2	1 1/2
..... Baline head to Bay Bull's head	N. by N. 1/2 N. 1/2	1 1/2

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COURSES AND DISTANCES.

FROM	Courses.	Leagues.
FROM Baline head to the N. point of Monahies bay, or S. point of Whites bay	N. E. 1/2 N. 1/2	1 1/2
..... the North point of Monahies bay, or South point of Whites bay, to Bay Bulls, South point	N. E. by N.	1 1/2
..... the said point of Monahies to Green island	N. E.	1 1/2
..... the said point to the N. W. end of Gull island	N. E.	1 1/2
..... the South point to the South end of Gull island	N. E. 1/2 N. 1/2	1 1/2
..... Bay Bulls to the South point of Petty harbour, the point between	N. E. by N.	1 1/2
..... the South point of Petty harbour to the North point of Petty harbour.	N. E. 1/2 N. 1/2	1 1/2
..... the North point of Petty harbour to Cape Spear	N. E. by N.	1 1/2
..... Cape De Spear to St. John's harbour	N. W. by N.	1 1/2

The Courses and Distances of the Coast of Newfoundland, from Cape Spear to Bay Verds, Bacalien, and several Ports and Headlands in the Bay of Consumption, or Conception.

FROM	Courses.	Leagues.
FROM Cape Spear to Cape St. Francis N. and N. by W. and N. W. by N.	N. by W.	7 1/2
..... Cape Spear to St. John's	N. W. by N.	1 1/2
..... Cape Spear to Sugar Loaf	N.	2 1/2
..... Cape Spear to Red head	N. E. by N.	2 1/2
..... St. John's to Small Point	N. by E.	2 1/2
..... Small Point to Sugar Loaf	N.	2 1/2
..... Sugar Loaf to Red-head	N. by W. 1/2 Westby.	2 1/2
..... Red-head to the South point of Torbay	N. by N.	2 1/2
..... the South point of Torbay to the Green Cove, or anchoring place	N. E.	2 1/2
..... the South point of Torbay to the North point, called Flat Rock	N. by W.	2 1/2
..... Flat Rock to Black-head (by North)	N. by W. 1/2 Westby	2 1/2
..... Black-head to Cape St. Francis	N. W.	2 1/2
..... Cape St. Francis to Bay Verds head	N. by E.	2 1/2
..... Cape St. Francis to the Island Bacalien	N. W. 1/2 N.	2 1/2
..... Cape St. Francis to Bell-Isle, in the bay of Consumption	S. W. and	2 1/2
..... Cape St. Francis to Green Bay, in the bay of Consumption	N. W. 1/2 N.	2 1/2
..... Cape St. Francis to Black-head, in the bay of Consumption	N. W. 1/2 N.	2 1/2
..... Cape St. Francis to the North point of Caribara	N. by N.	2 1/2
..... Cape St. Francis to Spanish's Bay	N. W. 1/2 S.	2 1/2

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COURSES AND DISTANCES.

	Courses.	Leagues.
FROM Cape St. Francis to Port Grove	S.W. by W.	9 1/2 or 10
..... Cape St. Francis to Bell-head, which is the bottom of Consumption Bay	N.W. by N.	12 1/2 or 13
..... Holy Road to Harbour Main	N.W.	1 1/2
..... Harbour Main to Salmon Cove	N.	1 1/2
..... Salmon Cove to Collier's Bay	N.N.E.	1 1/2
..... Collier's Bay to Briggs (by North)	N. by W.	1 1/2
..... Briggs to Burnt-head (which is the South point of Porto Grove bay)	N. 1/2 E.	1 1/2 or 4
..... Harbour Main to Burnt-head	E. by N.	3
..... Burnt-head to the South part of Great Bell-Isle	N.E. by E. 1/2 E.	4
..... Burnt-head to Cape St. Francis	N.E. by E. Northwesterly.	10
..... Burnt-head to the South point of Bay Roberts	N. by E.	1 1/2
..... Burnt-head to Cupid's Cove	W.S.W.	1 1/2
..... the South point of Bay Roberts to the North point of Bay Roberts	N.W.	4
..... the South point of Bay Roberts to the South point of Bell-Isle	E.S.E. Easterly	4
..... the North point of Bay Roberts to the North point of Spachard's Bay	N. by W. Northwesterly.	3
..... Spachard's Bay to the South point of Harbour Grace	N.N.E.	1
..... the North point of Harbour Grace to Carbonera	N. by E.	11
..... Carbonera to Bay Verds, N.E. by N. and N.E.	N.E. Northwesterly.	10 1/2
..... Carbonera to Black-head, (N.E. Northwesterly)	N.E. Northwesterly.	4 1/2
..... Bay Verds to Plamborough-head	S.W. by W.	9
..... Bay Verds-head to the S.W. end of Bacallen	E. by N.	1 1/2
..... Bay Verds-head to Split point, which is against Bacallen island	E.N.E.	1 1/2

Courses and Distances from Split Point, which is a mile and an half from Bay Verds-head in Newfoundland, to several places in the Bay of Trinity.

	Courses.	Leagues.
FROM Split Point to the Grates	N.N.W.	2
..... the point of Grates to the N.W. or N. end of Bacallen	E. by S.	1 1/2
..... the Grates to Break-heart Point N. by W. and W. by N.	N.W. by W. Northwesterly	1 1/2
..... Break-heart Point to Sherwick point, near Old Perlicent	S.W. by S.	1 1/2
..... Sherwick Point is about a mile, or more, into the road, but no passage for a ship to the northward of the island	S.S.W.	1 1/2
..... the Grates to the South head of Calumna Bay	N. by E.	10

FROM Split Point to the Grates
 the point of Grates to the N.W. or N. end of Escalieu
 the Grates to Break-heart Point N. by W. and W. by N.
 Break-heart Point to Sherwick point, near Old Perlican
 Sherwick Point is about a mile, or more, into the road, but no passage for a ship to the northward of the island
 the Grates to the South head of Catalina Bay

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 COURSES AND DISTANCES.

FROM the Grates to the Horseshops	Courses.	Leagues.
..... the Grates to Bonaventure Harbour is N.W. by W. 1/4 Westerly, and	N.W. by N.	9
..... the North end of Boccalieu to Catalina Harbour, N.N.W. Northerly	S.E. by E. 1/4 Easterly.	11 or 12
..... Sherwick Point, at Old Perlican, to the South head at Catalina	N.N.W. 1/4 Northerly.	13
..... Sherwick Point to the middle of the high land of Green Bay	N. a little Easterly.	12
..... Sherwick Point to the high lands of the Horseshops	N. by W. Westerly.	9 1/2
..... Sherwick to Bonaventure-head (the high land of it)	N.N.W. Northerly.	9 1/2
..... Sherwick to Salvages Point	N.W. Northerly.	9 1/2
..... Sherwick or Old Perlican to New Perlican	W. by S.	5 1/2
..... Old Perlican to Silly Cove	W.S.W.	6
..... Silly Cove to Random-head	N.W. Southerly.	7
..... Bonaventure-head to Bonaventure, N.W. by W. and N.W. by N.	N. by E.	5 1/2 or 6
..... Bonaventure-head to Ireland's eye	N. by W.	9
..... Bonaventure-head to Trinity Harbour	W.S.W.	1
..... the Horseshops to the Horseshops	N.N.E.	2
..... the Horseshops to Sherwick Point, being the North point of Trinity Harbour	E.N.E.	3 1/2
..... the South head of Catalina Bay to the Northward	W. by N.	4
..... the South head of Catalina Bay to Catalina Harbour	N.W. by N.	4 1/2
..... the North head of Catalina Bay to Flower's Point	N.N.E.	1 1/2
..... the Flower's Rocks sunken are about a mile and a half off from the shore	N. by E. Northerly.	1 1/2
..... Flower's Point to Bird's Island	E.	1 1/2
..... Cape Larjan to Cape Larjan	N. by W.	1 1/2
..... Cape Larjan to Spiller's Point	N. 1/4 Westerly.	2
..... Cape Bonavista to Cape Bonavista	N.N.W.	1
..... Cape Bonavista to Mosses Point, entering Port Bonavista	N.N.W. 1/4 Northerly.	2
..... Cape Bonavista to Gull Island	S.W. W.	1 1/2
..... Cape Bonavista to Cape Freels	N. by W.	1 1/2
..... Cape Bonavista to Salvages	N.N.W.	10 or 12
..... Cape Bonavista to Stone Island, over the North end of Green Island	W.N.W.	9
..... Port Bonavista to Keels Point W. 5 leagues, Salvages lying to the Northward of Keels about 3 leagues	W.	

Depth of Water on the Bank, and off the South part of the Coast of Newfoundland.

Cape Race West, and Cape Spear N.W. by W. 43 leagues, and Cape Spear N.W. by W. little Westerly, 39 leagues you have 40 fathoms, rough fishing ground, small stones, sand & shells.
 Renowes W. by N. 63 leagues, and Cape Spear W.N.W. Northerly, 63 leagues, you have then 95, fine whitish sand, with some black specks.
 Renowes & Cape Spear. 95 fathoms on the outer edge of this main bank.

Places and Latitudes.	Bearings of the Places.	Dist. leagues.	$\frac{1}{2}$ m.	Lat. of vessel.	What manner of grounds.
Renowes and Cape Spear	46° 45' W.	44	43	46° 45'	Sand.
Fernowes and Cape Spear	47° 22' W.N.W.	30			
Ferryland head	46° 48' W.	37	60	46° 48'	Fine white sand.
Cape Spear	47° 22' W.N.W. N. ly	33			
Ferryland head	46° 56' W. by Northerly	31		46° 50'	Fine sand.
Cape Spear and Bay Bulls	47° 11' W. by N. N. ly	30	63	46° 17'	
Ferryland head & Cape Spear	46° 50' W.N.W. N. ly	29		46° 43'	
Ferryland head	47° 22' W. by N. N. ly	26	85	46° 36'	
Cape Broyle	46° 54' W. by N. N. ly	28		46° 34'	
Bay Bulls & Cape Spear	47° 11' W. by N. N. ly	28		46° 51'	
Ferryland head & Bay Bulls	47° 22' W. by N. N. ly	24	80	47° 02'	Oozy ground.
Ferryland head	46° 50' W. by N. N. ly	24	55	46° 33'	
Bay Bulls	47° 11' W. by N.	17	52	46° 40'	
Ferryland head	46° 54' W. by N.	13		46° 46'	Fine sand.
Cape Broyle	46° 56' W. by N.	13	58	46° 42'	
Ferryland head & Bay Bulls	47° 11' W. by N. N. ly	12	80	46° 45'	
Cape Broyle	46° 54' W.N.W.	10	85	46° 42'	
Cape Broyle and Bay Bulls	46° 54' W.S.W. W. ly	61	95	47° 03'	[small] stones.
Bay Bulls	47° 11' N.W. by W.	4		46° 43'	Black sand & some
Bay Bulls	ditto W. by N. N. ly	63	64	46° 14'	Rough ground
	ditto W. by N. N. ly	60	57	46° 27'	Fine sand & stones.
	ditto W. by N. N. ly	50	50	46° 34'	Fine sand.
Whitless Bay & Cape Spear	47° 06' W.N.W.	55	45	46° 05'	
Torbay	47° 25' N.W. by W.	34		46° 45'	Rough ground.
	47° 35' W.N.W.	66	64	47° 17'	

The *Virgins* are rocks lying about 23 leagues east from *Cape Race*; they lie E.N.E. about 4 miles in length, and the shoalest is about 20 feet water. Sometimes the sea breaks very high upon them, which renders them very dangerous, besides a very strong current often sets about them. Ships sometimes anchor on them a fishing, in about 12 and 14 fathoms.

As to the Bank of *Newfoundland*, there are soundings from the outer edge of the main bank to the height of the ground, where generally ships lie to catch fish, and which is about 40 leagues distant from the land, and then the soundings in along are uncertain. The bank goes quire to the land to the northward of *Cape Ballard*, where the bank falls more to the eastward, and the water is deeper, and so increases along to the northward. To the southward of *Cape Race*, and to the westward, is shoal water, 2 leagues off the shore, not above 20 or 22 fathoms; and to the westward of *Cape Pine* it is still shallower, at the same distance.

The outer or false bank is about 110 or 115 leagues from the land, and is thought to be about 14 or 15 leagues broad in the middle; and from the inner edge of it to the main bank are near 30 leagues and no soundings between them. In the spring of the year many islands of ice lie between these banks, very dangerous, when foggy. The best part for fishing is from 100 to 140 miles off the shore, which is the shoalest part of the bank.

From *Mistaken Point* to the *Powles*, or entering of *Trepassy*, is W.N.W. 5 leagues; there is a deep bay on the back side, or east side of *Powles*, and a neck of bench, so that you see the ship's masts over it, but very dangerous to be embayed in that place, the sea commonly falling in there, and no current to help you out; therefore, if you intend for *Trepassy*, stand over to *Cape Pine* till you see the harbour open, and then bear into the harbour according as you have the wind, *Cape Pine* being safe and hold to sail along that side, &c.

South part of

40 fathoms, rough fishing ground, small stones, sand & shells.
95, fine whitish sand, with some black specks.

Lat. of vessel.	What manner of grounds.
69° 45'	Sand.
69° 48'	Fine white sand.
69° 50'	
69° 48'	Fine sand.
69° 17'	
69° 45'	
69° 30'	
69° 34'	
69° 31'	
69° 00'	Oozy ground.
69° 33'	
69° 54'	
69° 40'	
69° 40'	Fine sand.
69° 45'	
69° 00'	
69° 45'	
69° 45'	
69° 00'	[small stones.
69° 14'	Black sand & some
69° 27'	Rough ground
69° 34'	Fine sand & stones.
69° 05'	Fine sand.
69° 45'	
69° 17'	Rough ground.

ce; they lie E.N.E. about 4 miles the sea breaks very high going current often sets about 14 fathoms.
outer edge of the main bank fish, and which is about 40 fathoms. The bank goes on to the eastward.
To the southward of Cape St. Mary's, not above 20 or 22 fathoms; and, and is thought to be about 10 miles to the main bank are the year many islands of the best part for fishing is from the bank.
W.N.W. 5 leagues; there is of beach, so that you see the face, the sea commonly falling for Trepassy, stand over to the harbour according as you have

Directions for navigating the Bay of Placentia, on the South Coast of Newfoundland, from Cape Chapeaurouge to Cape St. Mary's.

[N. B. The Bearings and Courses are true Bearings and Distances, and not by Compass, the variation of the Compass being 19° 30' W.]

Cape St. Mary's to the east, and *Cape Chapeaurouge* to the west, form the entrance of *Placentia bay*: They lie east and west of each other, in the latitude 46° 55' N. distant from each other 16 leagues.

Cape Chapeaurouge has already been described: From it to *Sanker head* (which is a high hill, in the shape of a sugar loaf,) the course is E.N.E. distant 3 miles; between them lie the harbours of *Great* and *Little St. Lawrence*, which have also been described.

From *Sanker head* to *Small point* (which is the lowest land hereabouts) the course is N. 63° E. 2 miles: And from *Small point* to *Corbin head* (which is a very high bluff head) is N.E. 2½ miles: There are many high head lands between them, which form several coves, the bottoms of which may be seen in sailing along shore. The coast is clear of rocks, and 30 fathoms close to the shore, but no shelter for any thing. From *Corbin head* to *Shalloway point*, the course is N.N.E. ½ E. 4½ miles. Between them, and nearly on the same course, lie two very high round islands, called *Corbin* and *Little Burin*. *Corbin island* has very much the appearance of *Chapeaurouge*, when coming in with the land, and seen through the fog. These islands are high, and are little more than a cable's length from shore.

From *Corbin head* to *Cat island*, the course is N.E. 4 miles nearly; this is a high round island near the south end of *Great Burin island*.

About a mile to the northward of *Corbin head*, in a bight, lies *Corbin harbour*, which is very good for small vessels. The best anchorage is in the N. arm, at about a quarter of a mile within the entrance, opposite a cove on the starboard side. A quarter of a mile to the eastward of this harbour, and two cables length from the shore, is a sunken rock, on which the sea breaks in bad weather, and has not depth sufficient at low water for a boat to go over it. Vessels bound for this harbour must avoid a shoal which lies a quarter of a mile to the east of the south point of the entrance to the harbour, on which is only 2 fathoms water. Between the two high round islands, aforementioned, and the main, there is from 7 to 15 fathoms, and no danger but what may be seen: In case ships should fall close in with the land in the fogs, they may occasionally sail within them, although the passage is little more than a cable's length wide.

Great Burin island lies nearly N. and S. is 2½ miles in length, and high land: near the north end is another high island, about three quarters of a mile in length, called *Pardy's island*. On the main, within these islands, lie the harbours of *Great* and *Little Burin*.

Shalloway island lies N.W. ½ W. 1 mile from *Cat island*, and N.E. by N. ½ E. a quarter of a mile from *Little Burin island*: the passage into *Burin harbour*, from the southward, is to the westward of *Shalloway island*, between that and the *Neck point*: take care to give *Poor island* a birth on your larboard hand: After you are within *Shalloway island* you may anchor in safety between that and *Great Burin island*, from 12 to 18 fathoms water. The best anchorage in *Great Burin harbour* is in *Ship cove*. The course up to it, after you are within *Neck point*, is north about 1½ mile, and is better than a quarter of a mile wide; to sail up to it, keep the west shore on board, in order to

avoid a sunken rock on the eastern shore at about half the way up, and about half a cable's length from the shore, directly off, is a remarkable hole in the rock on the same side, and a remarkable gully in the land, from the top to the bottom, on the western shore. There is another rock, on which is only $2\frac{1}{2}$ fathoms water; it lies better than a cable's length to the southward of *Harbour point*, which is a round green point, of a moderate height, joined to *Great Burin island* by a low narrow sandy neck.

After passing *Little Burin island*, 1 mile north, you come into *Burin bay*, which is a clear bay, about a mile broad every way, and where ships may occasionally anchor safely, being almost landlocked. The course into this bay from *Little Burin island* is north. All the land about this bay is very high. In it are two islands, one a low barren island, called *Poor island*; the other, which runs to the north, is high and woody, and lies before the mouth of *Burin inlet*, on the other side of which vessels may pass up the inlet. A little within the entrance, on the east side, half a cable's length from the shore, is a rock covered at three quarters flood, at $1\frac{1}{2}$ mile from the entrance; near the middle is another rock, to the west of which is very good anchorage.

The S.W. entrance into *Burin harbour*, which is a quarter of a mile wide, is formed by *Shalloway island* and the *Neck point*, in which there is no danger, giving a birth to *Poor island* on the larboard side. When in *Burin bay*, the course through the S.W. entrance into the harbour is E.N.E. and when past the points that form the entrance, the course is north up the harbour, which is better than a quarter of a mile wide, and $1\frac{1}{2}$ mile long up to *Ships cove*, where it is half a mile wide every way. This is the best anchorage.

There are only two dangers within *Burin harbour* that do not appear above water; the first is a small shoal on the starboard side, about half way up the harbour directly off a remarkable hole in the cliff on the starboard side, going up, called the *Oxen*; and about half a cable's length from the shore, there is also on the other side, directly opposite, a remarkable gully in the land, from the top to the bottom. The long mark to keep to the westward of this rock is, not to bring *Little Burin island* to the eastward of *Neck point*. The other shoal, on which there is 8 fathoms, is very small, and lies about a cable's length S.S.W. from *Harbour point*.

The east passage into *Burin harbour* is not very safe to sail in without a commanding gale, and that between the N.N.E. and S.E. To sail into this passage, and coming from the westward, come not within 2 miles of the shore on the east side of *Burin island* (because of several clusters of rocks) till you bring the north point of *Pardy's island* open to the northward of *Iron island*, then sail right in for *Iron island*, leaving it on your larboard side going in, then steer for the said point of *Pardy's island*, and that will avoid all dangers. It must be observed, with the afore-mentioned winds there is commonly a great swell sets to the shore on the starboard side going in; therefore in case of little winds (which often happens when you are past *Iron island*) endeavour to borrow on *Pardy's island*, except the wind be from the N.E.

At the bottom of *Burin bay* there is an inlet, which runs inland 5 miles; there is a small *Woody island* just before the entrance; ships may sail on either side; the east side is the widest. A little within the east head that forms the entrance, and half a cable's length from that shore, there is a sunken rock, which is dry at low water; therefore, in sailing into the inlet, keep the west shore close on board, for about a mile up; it lies north, and is about 2 cables length wide, then N.N.W. for a mile, and is there half a mile wide, with a sunken rock right in the middle; to the westward of that rock there is good room and good anchorage, from 7 to 12 and 15 fathoms water in the entrance, and, in the middle, 2 miles up, is from 15 to 23 fathoms, and from thence up to the head is from 10 to 5 fathoms.

Iron island is a small high island, lying N.N.E. $\frac{1}{2}$ E. 1 league from the S.E. point of *Great Burin island*, and S.S.W. $\frac{1}{2}$ W. 1 mile from *Mortier west head*, and E. $1\frac{1}{2}$ mile from the north part of *Pardy's island*. Vessels bound for the harbours of *Burin* may pass on either side of *Iron island*, the only danger passing to the northward is the *Brandys*, which almost always break; they lie near a quarter of a mile to the southward of a low rock above water, close under the land of *Mortier west head*. If the wind should take you a-head after you are within *Iron island*, take care to keep *Mortier west head* open to the westward of *Iron island*, in order to avoid *Gregory's rock*, on which is only 2 fathoms water. The mark to carry you on this rock is, to bring the flag staff on *St. George's island* (in the center of the passage between *Great Burin* and *Pardy's islands* and *Mortier west head*) on with the west side of *Iron island*: this rock almost always breaks: Vessels may pass with safety between this rock and *Iron island*, taking care to give *Iron island* a birth of one cable's length.

On the main, within *Pardy's island*, are two remarkable white marks in the rocks, the northernmost of these marks brought on with the north part of *Pardy's island* and *Iron island*, N. by E. $\frac{1}{2}$ E. will carry you on the *Galloping Andrew*, a shoal, on which is 5 fathoms water.

S.W. 1 mile from *Iron island* lies a shoal, on which is 8 fathoms water; called the *White horse*.

Dodding rock lies about a quarter of a mile from the easternmost part of *Great Burin island*.

Mortier bank lies E. by S. 2 leagues from *Iron island*, and N. 25° E. 5 leagues from *Cape Jule*; the shoal part of this bank is about one league over. On it you have not less than 7 fathoms water, but, by the fishermen's account, there is not more than 4 fathoms on one part of it: in bad weather, the sea breaks very high on it.

About 3 miles to the N.N.E. from *Iron island* is the opening of *Mortier bay*, at the entrance of which is a round island, called *Mortier island*, lying a third of the distance from the west side. Ships may sail in on either side of it. It is bold too all round. Close to the first point beyond the island, on the larboard side going in, is another little island, scarcely perceptible, as it lies close under the land; and, two cables length from it, in a direct line towards the outer island, is a sunken rock, on which the sea breaks in bad weather: there is no other danger in this bay. At the bottom of it, $1\frac{1}{2}$ mile from *Mortier island*, on the east side, there is a cove, called *Forcove*, wherein is good anchorage, and room for one ship to moor in 9 fathoms, good holding ground. They will lie two points open to the sea, that is from S.S.E. to S.E. A ground swell tumbles into the cove in bad weather, but no anchor was ever known to come home here. Fishing ships sometimes ride here the season. On the west side of the bay is the harbour, which is small and narrow, but a very good one for small vessels, where they lie moored to the shore. There is 7 and 8 fathoms through the entrance, and 2 fathoms when in the harbour, and sufficient room for fifty shallops at the head of it. Off the starboard point going in, is a rock, which at high water is always covered.

Croney island lies N. by E. nearly 2 miles from *Mortier east point*. This is a round island, and lies close to the shore.

Two miles and a half from *Croney island* is the entrance into *Mortier bay*; at the entrance on the west side is a small harbour, called *Bobby*; in it is 9 feet water at low water. The course into *Mortier bay* is north, for about 2 miles, and is three quarters of a mile wide, in which you have from 50 to 70 fathoms water, the land on each side being high; it then runs to the westward about 2 miles, and is near 2 miles wide. In the S.W. corner of the bay is a river, which runs to the S.W. about 7 miles. On the east side, at about 3 miles from the entrance, is an exceeding good harbour, called *Spanish room*.

in which you may anchor from 4 to 6 fathoms water, good bottom, and lie secure from all winds. There is not the least danger in sailing into this harbour, giving the low rocks above water, at the entrance on the larboard hand, a birth of one cable's length.

Two miles to the N.E. of the entrance into *Mortier bay* lies *Rock harbour*, fit only for boats, by reason of the infinite number of rocks in it, both above and under water.

From *Mortier east point* to *John the bay point* the course is N. 25° E. distance 8 miles. Between *John the bay point* and *Rock harbour*, lie 2 sunken rocks, half a mile from the shore.

Two miles to the N.W. of *John the bay point* lies *John the bay*, in which is tolerable good anchorage, in about 8 fathoms water, with sandy bottom.

The *Saddle back* is a small island lying N. 47° E. 8 leagues from *Corbin head*, and N. 55° E. from *Mortier west point*, and N. 83° E. 3 leagues from *John the bay point*. Between it and the main are a great number of rocks and islands, which render this part of the coast very dangerous. There is a chain of rocks lying $1\frac{1}{2}$ mile to the N.E. by N. of the *Saddle back*.

Cape Jude is an island about $2\frac{1}{2}$ miles in length, and 2 in breadth; it lies $1\frac{1}{2}$ mile to the N.N.W. of the *Saddle back*; on the south end of it is a remarkable round hill, which is called the *Cape*. Between this island and the main are a cluster of islands and low rocks, with a great number of sunken rocks about them, called the *Flat islands*, the innermost of which lies about 1 mile from the main.

Audearn island lies half a mile to the northward of *Cape Jude island*, on the west side of which is a tolerable good harbour. Vessels bound for this harbour may pass between *Cape Jude island* and *Audearn island*, and between *Crow* and *Patrick's island*, which are two small islands, lying off the S.W. point of *Audearn island*. About a cable's length from *Audearn island*, to the southward of the harbour, is a sunken rock; the mark for avoiding it in coming from the southward is, not to haul in for the harbour till you open a remarkable green point on the south side of the harbour. The best anchorage is on the north shore, just within a small island. There is a spit of rocks stretches just off the *Green point* on the south shore, which are covered at high water.

Off the east point of *Audearn island* is a small island, called *Ford's island*, on the west side of which is a sunken rock about 1 cable's length from the island, and another on the east side, which almost always break.

Broad cove lies on the main, W. $\frac{1}{4}$ N. $5\frac{1}{2}$ miles from *Ford's island*; in this cove is exceeding good anchorage, in 8 or 9 fathoms water.

Cross island lies 3 miles to the N.W. of *Ford's island*, is about $1\frac{1}{2}$ mile in length, and one mile in breadth; is high woody land; between this island and the main are several other islands. *Banc harbour* lies on the main. Within these islands is an exceeding good harbour for small vessels; the passage into it is very narrow, and hath in it 2 fathoms water, but when in, there is sufficient room to moor in 3 fathoms, good bottom.

Boat harbour lies about 1 mile to the northward of *Cross island*, and runs up N.N.E. 1 league, with deep water to about half a mile of the head; close round the eastern point of *Boat harbour* lies *Bay de Leau*, which runs in N.N.E. $\frac{1}{4}$ E. better than a league.

Long island is about 4 miles long, and not half a mile broad, is high land making in several pecks; the south point of it lies N. 37° E. 2 leagues from the *Saddle back*, and E. by S. 3 miles from *Ford's island*.

N.W. 2 miles from the south point of *Long island*, and N.E. by E. $1\frac{1}{2}$ mile from *Ford's island*, lies a small *Green island*, which has a shoal all round near one cable's length.

From *Green island* N.W. 2½ miles, and N. 19° E. 3 miles from *Ford's island*, lies *Great gullows harbour island*, which is a high land. Vessels may pass on either side of this island into *Great gullows harbour*, which lies 1 mile to the N.E. of *Green island*. In this harbour is exceeding good anchorage in 7 fathoms water. On the starboard side, just within a low stony point, taking care to give the point a small berth, in order to avoid a rock, which is covered at high water.

Little gullows harbour lies close round to the eastward of *Great gullows harbour*, and is only fit for small vessels, which must lie moored to the shore. Above a rock above water, on the larboard hand, *Little gullows harbour island* lies before the mouth of the harbour.

Cape Roger harbour lies close to the westward of *Cape Roger*, which is a high round barren head, lying N. 15° W. 3½ miles from the south point of *Long island*. There are several low rocks and islands lying off the east point of the entrance. In the harbour, 1½ mile within the entrance, on the west side, lies a small island; to the northward of it, between that and the main, is very good anchorage in 7 or 8 fathoms water; or you run farther up, and anchor in 6 or 7 fathoms.

One mile and a quarter to the eastward of *Cape Roger harbour* lies *Nonsuch*; there are several islands lying in the mouth of it, and no safe anchorage till you get within all of them.

Petit fort is a very good harbour, having in it from 14 to 7 fathoms water, good bottom. The entrance into it is better than a quarter of a mile wide, and lies N.N.E. 5 miles from the south point of *Long island*, and N. by W. 2½ miles from the north point of *Long island*. There is not the least danger in sailing into this harbour; the best anchorage is on the starboard side, the S.E. winds heaving in a great swell on the west shore when they blow hard.

One mile to the eastward of *Petit fort* lies the entrance into *Paradise sound*, which runs up N.E. by E. 4½ leagues, and is about one mile broad; in it is very deep water, and no safe anchorage till you get near the head of it. Just within the entrance, on the east side, is a cove (in which are several rocks above water) is 10 fathoms water, but not safe to anchor in, the bottom being rocky.

From *Corbin head* to *Marticot island*, the course is N. 48° E. 11½ leagues, nearly; this course will carry you just without the *Saddle back*. Between *Marticot* and the main is *Fox island*; there is a safe passage for vessels between these islands, with not less than 9 fathoms water, but no passage between *Fox island* and the main. On the main, within *Marticot island*, lie the harbours of *Great* and *Little Paradise*. The harbour of *Great Paradise*, is only fit for boats. The harbour of *Little Paradise* lies one mile to the northward of the east point of *Marticot island*; the only safe anchorage is in a cove, at the head, on the larboard side; here they lie moored to the shore, and are entirely land locked.

One mile to the eastward of *Little Paradise* lies *La Perche*, in which is no safe anchorage, the ground being bad, and lies entirely exposed to the S.E. winds.

E. N.E. 2 miles from *Marticot island* is a rock above water, called the *Black rock*; a quarter of a mile within this rock lies a sunken rock; N.N.E. ½ E. 2 miles from this rock lies *Presque*; in it is very deep water, but no safe passage into it, by reason of a number of rocks, both above and under water, lying before the entrance.

East 4 miles from *Presque*, and N.E. by E. 6 leagues from the *Saddle back* lies the west point of *Mevashen island*. This island is high, and runs to the N.E. by N. better than 6 leagues, and is very narrow, the broadest part not being more than 2 miles. At the south part of the island, near the west end, is a very good harbour, but small, in which is from 6 to 10 fathoms water.

To sail into it, keep the starboard shore on board, in order to avoid a sunken rock, that lies one cable's length off a ragged rocky point on the larboard hand going in.

Indian harbour lies on the east side of *Merashcen island*, at about 3 leagues from the south point; this harbour is formed by a small island, on either side of which is a safe passage into it; the only anchorage is to the westward of the island, between it and the main, and here the ground is uncertain.

N 20° W. 2½ miles from the west point of *Merashcen island* is the *Little isle of Valen*; this is high and round, and lies within about half a mile of the main; a quarter of a mile from *Little isle of Valen* lies the *Great isle of Valen*, on the S.E. part of which is a small harbour.

On the main, within the *Great isle of Valen*, lies *Clatise harbour*; the entrance into it is about half a mile wide; in it is 40 or 50 fathoms water. The best anchorage is in the west cove, which is a mile long, but not a quarter of a mile broad; in it is from 17 to 20 fathoms water, good bottom.

Grammer's rocks are low rocks above water, and lie 1½ mile from the north end of *Great isle of Valen*.

Little sandy harbour lies on the main, and is a tolerable good harbour; in it you have 6 and 7 fathoms water, good bottom; in the mouth of which is a low rock above water. Vessels bound for the harbour must pass to the northward of this rock. This harbour may be known by the island called *Bell island*, which lies E.S.E. ½ E. 1½ mile from the mouth of it, and N. by E. ½ E. 13 miles from the west point of *Merashcen island*; off the south point of the island is a remarkable rock, resembling a bell with the bottom upwards.

Great sandy harbour lies three quarters of a mile to the northward of *Little sandy harbour*; the passage into it is narrow, but in it you have 6 or 7 fathoms water. There are two arms in this harbour, one running to the S.W. which almost dries at low water: the other runs to the N.E. in which is tolerable good anchorage. There are several low rocks and islands lying before this harbour.

Barren island is about 3½ miles long, and 1 mile broad, is high land and lies better than 1 league from the north part of *Merashcen island*, and about half a mile from the main. On the east side of this island, near the south end, is a cove in which is tolerable good anchorage, from 10 to 16 fathoms water. Along the west side of this island, between it and the main, is very good anchorage.

On the main, opposite the north end of *Barren island* lies *La Plant*, a harbour only fit for boats.

From *Barren island* are a string of islands quite to *Piper's hole*, which lies 3 leagues from the north part of *Barren island*. These islands are about half a mile from the main, having from 17 to 7 fathoms water, good anchorage all the way to *Piper's hole*.

Cape St. Mary's is the east point of the entrance into *Placentia bay*, and lies in the lat. of 46° 52' N. is a pretty high bluff point, and looks much like *Cape St. Vincent* on the coast of *Portugal*; a little to the northward of the cape is a small cove, where fishing shallows shelter from the easterly and southerly winds. The land from *Cape St. Mary's* to *Placentia* is pretty high and even. S. by W. 7½ miles from the cape lie *St. Mary's keys*, which are two rocks just above water, and on which the sea almost always breaks.

From the *Virgin rocks* to *Cape St. Mary's*, the course is south, distance 8½ leagues; between *Green point* and *Cape St. Mary's* there is no shelter for ships or vessels. The land from *Placentia road* to *Cape St. Mary's* is of a moderate, and appears nearly of an equal height all the way; but over *Placentia*, and to the northward of it, the land is very high and uneven, with many peaked hills.

Ball and Cow rocks are a cluster of rocks above water, lying S.E. by E. 2 leagues from *Cape St. Mary's*, about 1 mile from the main, and S. W. by W. from *Point Lance*, which is a low ragged point, and is the west point of the entrance into *St. Mary's bay*; at about one third of the distance from the main to the *Bull and Cow rocks* is a runken rock, which shews above water at half ebb.

From *Cape St. Mary's* to *Point Brene* the course is N. by W. $\frac{1}{2}$ W. 8 miles.

From *Point Brene* to the *Virgin rocks*, the course is N.N.E. distance 10 miles; these rocks shew above water, and lie about 1 mile from the main.

Three leagues south from *Green point*, and a league from the shore, lie the *Virgin rocks*, which are a cluster of rocks above water. A little to the southward of these rocks there are some whitish cliffs in the land, by which that part of the coast may be known, on coming in with it in thick weather.

From *Virgin rocks* to *Point Verd*, the course is N. 38° E. distance 5 $\frac{1}{2}$ miles. This is a low green point, and is the south point of the entrance into the *Road of Placentia*.

Placentia Road and harbour is situated on the east side of the great bay of that name, at 11 leagues distance from *Cape St. Mary's*. To sail into the road, and coming from the southward, you must keep a league from the shore to avoid the *Gibraltar rock*, which lies W.S.W. from *Point Verd*, till you bring the *Castle-hill* open to the northward of *Green point*. The *Castle-hill* is on the north side of the road on which stands the castle, and is distinguishable far out at sea. *Green point* is a low level point, which forms the south side of the road. The *Gibraltar rock* has 16 feet water upon it, and lies W. $\frac{1}{2}$ S. distant 2 $\frac{1}{2}$ miles from *Green point*, and 2 miles from shore. The mark afore-mentioned will carry you a quarter of a mile without it, and when you have the said mark open, you may steer in for the *Castle*, keeping your lead going; there is regular sound on both sides. Along the south side is a flat, to which you may borrow into 4 fathoms. The best anchorage is in 6 or 7 fathoms water, under the *Castle-hill* at three quarters of the distance over from that side, where you lie in good ground, and open about four points to the sea. At the bottom of the road is a long beach, which terminates to the north in a point, on which stand the inhabitants' houses and a fort. Between this point and *Castle-hill* is the entrance into *Placentia harbour*, which is very narrow, in which is 3 $\frac{1}{2}$ fathoms water, but within the narrows it widens to one third of a mile broad, and runs up N.N.E. above 1 $\frac{1}{2}$ mile, where ships may lie in perfect security, in 6 or 7 fathoms. To sail in you must keep nearest to the starboard side.

Near the bottom of *Placentia road*, on the north shore, at the top of a hill, stands a castle; when you have this castle open to the northward of *Point Verd*, you may haul in for the road in safety, taking care to give *Point Verd* a birth of near two cables length. The best anchorage in the road is under the *Castle-hill*, in about 6 fathoms water. The entrance into the harbour is very narrow; in it you have 3 $\frac{1}{2}$ fathoms water; after you are within the narrows it is about one third of a mile broad, and about 1 $\frac{1}{2}$ mile long; here you may anchor in perfect safety, in 6 or 7 fathoms water.

The coast is easily known in clear weather, by the *Chapeaurouge*, and other remarkable head lands. The best directions that can be given on coming in with it in thick weather, are, to observe, that between *Burin* and *Laun*, there are no islands except *Ferryland head*, which is very near the main, so as not to be distinguished as an island till very close to the shore; also that the islands about *Burin* are large and full as high as the main land, those about *Laun* are small, and scarce half the height of the main land, and the *Lamelines* are two low flat islands. There are several small rocks just above water between *Laun* and *Lameline*, and there are none such any where else along the coast. The land from *Mortier head* up the bay, is high, rocky and uneven, with several islands near the coast, which form many capes and ragged points.

From *Mortier head* to *Red island*, the course is N.E. by E. distance 16 leagues. This island is high, and may be seen in clear weather 12 leagues from the decks. The south end of it bears from *Placentia road* N.W. distance $4\frac{1}{2}$ leagues.

Red island is high barren land, about 5 miles long and 3 miles broad. The south point lies N.W. 11 miles from *Placentia road*. On the east side near the north end is a small harbour, which is only fit for shallops.

Point Latina lies about 5 miles to the northward of *Placentia road*; between these places the land is low and even near the sea, but just within it high and ragged; there are several sunken rocks lying along the shore about half a mile off.

Point Roche lies more than a mile to the eastward of *Point Latina*; there is a shoal stretches off *Point Roche* more than a quarter of a mile.

S.E. by S. $\frac{1}{2}$ E. $1\frac{1}{2}$ mile from *Point Roche* is the entrance into the harbour of *Little Placentia*, which runs up S.W. by W. $\frac{1}{2}$ W. about $1\frac{1}{2}$ mile, and is near half a mile broad; there is exceeding good anchorage in this harbour in a cove on the north shore; this cove may be known by the west point being woody, and the land to the eastward being barren; off the east point of the cove lies a shoal for near one third of the distance over to the south side of the harbour; in this cove is 7 and 8 fathoms water.

From *Point Latina* to *Ship harbour*, the course is E.N.E. distance $5\frac{1}{2}$ miles. This harbour runs up north $2\frac{1}{2}$ miles, and is about a quarter of a mile broad; the best anchorage is in a cove on the west side in about 10 fathoms water, at about 1 mile from the entrance.

Fox island is a small round island lying N. by E. $\frac{1}{2}$ E. 3 miles from *Point Latina*, and W. by N. 1 league from *Ship harbour point*, which is a low stony point, lying about $1\frac{1}{2}$ mile to the westward of *Ship harbour*; between *Fox island* and this point are a range of rocks, which in bad weather break almost quite across.

N.W. $1\frac{1}{2}$ mile from *Fox island*, is a steep rock above water, called *Fishing rock*; north $1\frac{1}{2}$ mile from *Fishing rock* lies a sunken rock, which almost always breaks.

The *Ram islands* are a cluster of high islands, lying about 3 miles to the N.N.E. $\frac{1}{2}$ E. of *Fox island*. E.N.E. 3 miles from the south point of *Ram islands*, is the entrance into *Long harbour*; there is not the least danger in sailing into it; the best anchorage is on the north side to the eastward of *Harbour island*, between it and the main; here you will lie secure from all winds in 7 or 8 fathoms water.

From *Ram islands* to *Little harbour* is north about 5 leagues; there are several low islands and rocks along shore; between these places there is not the least shelter for vessels, nor scarcely for boats, along that coast. *Little harbour* is small, with 7 fathoms water; the ground is bad, and lies entirely exposed to the S. W. winds, which heave in a very great sea.

From *Point Latina* to the south point of *Long island*, the course is N. by W. $\frac{1}{2}$ W. $4\frac{1}{2}$ leagues; this island is near 3 leagues long, is high land, the south point being remarkable high steep rocks. On the east side of the island, about 1 league from the south point, lies *Harbour Buffet*, a tolerable good harbour; the entrance into it is narrow, but has 13 fathoms water in it. There are two arms in this harbour, one running to the westward, the other to the northward; the best anchorage is in the north arm, in about 15 fathoms water. This harbour may be known by the islands that lie in the mouth and to the southward of it, and by *Harbour Buffet island*, that lies E. N. E. $\frac{1}{2}$ E. 1 mile from the entrance. To sail into it you must pass to the northward of the islands in the mouth.

About 4 miles from the south point of *Long island*, on the west side, lies *Muscle harbour*; vessels bound for this harbour may pass between *Long island* and *Barren island*, which is a high barren island about a mile long, and about one third of a mile from *Long island*. The entrance into the harbour lies opposite the north end of *Barren island*, and is between a low green point on your starboard hand, and a small island on your larboard hand; this harbour is near 2 miles long, and 1 broad; in it is from 10 to 22 fathoms water, rocky bottom.

Little South harbour lies 1 mile to the westward of *Little harbour*; before the mouth of it are several rocky islands: In sailing into the harbour you must leave all the islands on your starboard hand, except one, on either side of which is a safe passage of 15 fathoms water. On the east shore, within the islands, is a sunken rock, about one cable's length from the shore, which generally breaks: Nearly opposite, on the west shore, are some rocks, about half a cable's length from the shore, that shew at one third ebb. This harbour is about $1\frac{1}{2}$ mile long, near half a mile wide, with 7 fathoms water, good bottom.

Great South harbour lies about 1 mile to the northward of *Little South harbour*; there is no danger in sailing into it; near the head is very good anchorage in 6 or 7 fathoms water.

One mile to the westward of *Great South harbour* is *Isle au Bourdeaux*, a high round island near the main.

The entrance into *Come-by-chance* lies north 4 miles from *Isle au Bourdeaux*, and runs up N.E. by N. 3 miles; in it is from 20 to 3 fathoms water, sandy bottom; is entirely exposed to the S.W. winds, which heave in a very great swell.

North harbour is N.W. $2\frac{1}{2}$ miles from *Come-by-chance*, and S.E. by E. $2\frac{1}{2}$ miles from *Piper's hole*; about 2 miles from the entrance is good anchorage in 7 fathoms water, and no danger sailing into it.

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Directions for navigating part of the Coast of Newfoundland, from Cape St. Mary's to Cape Spear, including St. Mary's and Trepassay Bays.

P. B. All Bearings and Courses hereafter mentioned, are the true Bearings and Courses, and not by Compass.

THE entrance of *St. Mary's bay* is formed by *Cape Lance* on the west, and *Cape Pine* on the east side. The land from *Point Lance* lies E. by N. $\frac{1}{4}$ N. 3 leagues, to a high bluff cape, from which the land along the west side of the bay lies N.E. by N. and S.W. by S. 10 leagues up to the head of the bay. From the aforementioned bluff cape, to *Cape English*, on the east shore, the course is S.E. $\frac{1}{4}$ E. distance 5 leagues.

Cape St. Mary's is a pretty high bluff point, makes, in all directions, much like *Cape St. Vincent* on the coast of *Portugal*, and the land along shore from it, for a considerable distance, appears even, and nearly of equal height with the cape itself, which lies due west, distance between 17 or 18 leagues from *Cape Chapeaurouge*, and is in the latitude $46^{\circ} 52' N$. A little to the northward of this cape is a small cove, where fishing shallows shelter with southerly and easterly winds.

From *Cape St. Mary's* S.E. by E. distance $5\frac{1}{2}$ miles, lie the *Ball and Cow rocks*, which are two flat rocks, and very near together, with several smaller

rocks about them, all above water; they may be seen 4 leagues from the deck when open from the land, but when shut on with the land, they are not distinguishable so far. They bear west, distant 3 miles from *Point Lance*, which is a low ragged point which forms the entrance on the west side of *St. Mary's bay*. The *Bull and Cow* lie 1 mile from the nearest part of the main land; at two thirds of the distance from them to the main, is a small rock that appears above water at half tide; there is 10 fathoms between this rock and the main, and 15 fathoms between it and the *Bull and Cow*. Ships may safely pass within the *Bull and Cow* occasionally.

St. Mary's rocks lie S. by W. distant $7\frac{1}{2}$ miles from *Cape St. Mary's*, and S.W. by W. from *Point Lance*, and S.W. $\frac{1}{4}$ W. from the *Bull and Cow*. These are two rocks that appear just above water, upon which the sea almost always breaks very high. They lie S.E. and N.W. from each other, distance about 3 cables length; in the middle, between them, is a channel of a cable's length broad, in which is 15 fathoms water; there is also 15 fathoms at a cable's length all round them, except to the S.E. at two cable's length; distance is 6 fathoms. Between these rocks, and *Cape St. Mary's*, is 25 and 30 fathoms water, and all about *Cape St. Mary's*, at 2 and 3 leagues distance, is the same depth of water.

Point Lance is a low point near the sea, but the land within it is high, and is the west point of the entrance into the bay of *St. Mary's*. It lies in the latitude of $46^{\circ} 50' N$.

From *Point Lance* to the eastern head of *St. Sho's*, (the east point of the entrance into *St. Mary's bay*) the course is S.E. by E. $\frac{1}{4}$ E. distant 22 miles. This bay runs $9\frac{1}{2}$ leagues to the N.E. with several very good harbours in it, the land on each side being moderately high, and mostly barren.

From the eastern head of *St. Sho's* to the western head the course is N. 41° W. distance 2 miles: This bay is entirely open to the sea, and about one mile deep.

From the western head of *St. Sho's* to *Gull island* the course is N. 20° W. distant 4 miles. This island is small, of the same height with the main land, and so near it, that it cannot be distinguished, unless you are close in shore.

From *Gull island* to *Cape English* the course is N. 7° W. distance 2 leagues: This cape is high table land, terminating in a low rocky point, forming a bay about a mile deep to the southward of it: at the bottom of this bay is a low stony beach, within which is a pond, called *Holy Rood pond*, running to the N. E. for about 7 leagues, and is from half a mile to 2 or 3 broad; this pond makes *Cape English* appear from the southward like an island.

From *Cape English* to *False cape* the course is N. 20° E. 1 mile.

From *Cape English* to *Point le Haye*, the course is N.E. 3 leagues. This is a low point, off from which there runs a ridge of rocks of three quarters of a mile to the sea, and above a mile along shore, on which the sea breaks in bad weather. This is the only danger in all *St. Mary's bay*, that will take a ship up.

From *Point le Haye* to the south point of the entrance into *St. Mary's harbour*, (called *Double road point*) the course is N.E. distance $1\frac{1}{2}$ mile; the land between these points is low and barren.

From *Point le Haye* to the low point on the starboard side going into *St. Mary's harbour*, called *Ellis' point*, the course is N.E. by E. 2 miles, and from *Point Lance* to *St. Mary's harbour*, is E. $\frac{1}{4}$ N. distance 9 leagues. The entrance to this harbour is above a mile wide. Within the points that form the entrance, it divides into two branches, one to the E.S.E. the other to the N.E. When you are past *Ellis' point*, haul in to the southward, and anchor abreast of the fishing stages and houses, upon a flat, in 4 or 5 fathoms. Here you will lie landlocked. This flat runs off about half a mile from the shore; without

it is from 15 to 40 fathoms water over to the other side; but the best anchorage in this harbour is about 2 miles above the town, where it is above half a mile wide, opposite *Brown's pond*, which is on the starboard side, and may be seen over the low beach; here you will lie land locked in 12 fathoms, and excellent ground all the way up to the head of the harbour. One mile above the said pond, on the opposite shore, is a beach point, close to which is 4 fathoms, where ships may heave down; and here is plenty of wood and water. The N. E. arm of *St. Mary's harbour* runs up 2 miles from the entrance; about half way up, it is a mile broad, and above that it is half a mile broad, where ships may anchor, but being open to the sea, this place is not resorted to by ships.

Two leagues above *St. Mary's harbour*, lie two islands, the largest of which is about 2 leagues long. There is a good passage for ships between those islands, also between them and each shore. The passage on the west side is $2\frac{1}{2}$ leagues wide. Above those islands, are many good anchoring places on each shore, and as the head of the bay is a fresh water river, which is navigable 2 or 3 leagues up.

Mail bay lies to the westward of *North East point*, and is about 1 mile broad, and better than 2 miles deep. There is no good anchorage in this bay, being open to the sea, and generally a heavy swell setting into it: Vessels may occasionally anchor near the head in 5 or 6 fathoms water, good ground.

From *Cape English* to the south part of *Great Colinet Island*, the course is N. 10° W. distance 3 leagues. This island is of a moderate height, about 1 league long, and 1 mile broad. On either side of this island is a safe passage up the bay, taking care to give *Shoal bay point* a birth of a quarter of a mile, there being several sunken rocks lying off this point.

Shoal bay point lies 1 mile distant off the east side of *Great Colinet Island*. On the north side of *Great Colinet island*, is a stony beach, from off which lies a bank for about three quarters of a mile, on which is from 7 or 17 fathoms water, rocky bottom.

Little Colinet island lies $1\frac{1}{2}$ mile from *Great Colinet island*; is about 1 mile long, and half a mile broad.

The entrance into *Great Salmon river* lies N. 56° E. distance 2 leagues from the north point of *Little Colinet island*, is about three quarters of a mile broad, and runs to the N.E. 7 or 8 miles; in it is very good anchorage; the best is about 3 miles from the entrance on the north side, in a sandy cove, in 5 or 6 fathoms water.

North harbour lies N. by W. three quarters of a mile from the north part of *Little Colinet island*, is about a mile broad at the entrance, and runs to the northward about 3 miles; in it is very good anchorage, in about 6 or 7 fathoms water, at about 2 miles from the entrance, where it is not above half a mile wide; or you may run up the narrows, which are formed by two low sandy points, about half a cable's length asunder, taking care to keep the starboard point close on board, and anchor close within the point on the starboard shore.

Colinet bay lies N.N.E. $\frac{1}{2}$ E. $5\frac{1}{2}$ miles from the north part of *Little Colinet island*; in it is very good anchorage from 5 to 12 fathoms water.

From the eastern head of *St. Shot's* the land to the eastward tends away E. by S. $\frac{1}{2}$ S. for about 1 mile, then E. $\frac{1}{4}$ S. 1 mile to *Cape Freels*.

From *Cape Freels* to *Cape Pine*, the course is E.N.E. $1\frac{1}{2}$ miles. The land about *Cape Pine*, to the eastward and westward, is moderately high and barren.

From *Cape Pine* to *Mistaken point*, the course is E. $\frac{1}{4}$ N. distance 4 leagues. Between these points lies *Trepassey bay*, in which is *Trepassey harbour*.

The entrance of *Trepassey harbour* lies 2 miles to the N.E. of *Cape Pine*, is about three quarters of a mile wide, and runs nearly the same breadth for a

bout 2½ miles, and is here little more than a quarter of a mile wide, but afterwards increases to three quarters of a mile wide; here vessels generally ride. The dangers in sailing into this harbour are a small rock that lies on the east shore, about a mile within the entrance, and is about one third of a cable's length from the shore; and on the west shore, within the harbour, off a stony beach, lies a shoal, and runs along shore, up the harbour, to a low green point. *Baker's point*, on with a low rocky point in the entrance of the harbour, will carry you clear off this shoal. When you are nearly up with the low green point, you may borrow more to the westward, and anchor either in the N.W. or N.E. arm, where you will be very handy for wooding and watering.

From the *Powles* (the east point of the entrance into *Trepassey harbour*), to *Cape Mutton* the course is E. ¼ N. distance 1 mile. Between these points lies *Mutton bay*, and is about 2 miles deep; in it is from 12 to 3 fathoms water, rocky bottom. The N.W. part of the head of this bay is separated from the harbour of *Trepassey* by a low, narrow, stony beach, over which may be seen the vessels in the harbour.

Biscay bay lies about 1½ mile to the eastward of *Mutton bay*, the entrance of which is about 1 mile wide, and about 2 miles deep; in it is from 9 to 3 fathoms water, sandy bottom, but is quite open to the sea.

From *Mistaken point* to *French Mistaken point*, the course is N. 80° W. distance 2 miles.

From *French Mistaken point* to the *Powles*, the course is W.N.W. distance 8 miles.

The land from *Mistaken point* to the eastward tends away E.N.E. 1 league, then N.E. by E. 1½ mile to *Cape Race*, which is table land, of a moderate height, having a high black rock lying close off the cape, with several small low rocks to the northward of it. This cape lies in the latitude of 46° 42' N.

From *Cape Race* to *Cape Ballard*, the course is N.E. by N. distance 3 leagues; nearly 1 mile to the southward of *Cape Ballard*, lies a high black head, called *Chain cove head*. Between these points is a cove, and to the westward of *Chain cove head* lies *Chain cove*, before which lies a black rock above water.

Due east from *Cape Race*, and S. by E. ¼ E. from *Cape Ballard*, lies a fishing bank, called *New bank*, about 5 miles long, and nearly 2 miles broad; on it is from 9 to 25 fathoms water.

From *Cape Ballard* to *Renow's rocks*, the course is N. 20° E. distance 2 leagues. These rocks are small, of a moderate height, and lie 1 mile from the main land, and are bold too.

From *Renow's rocks* to the harbour of *Renow*, the course is N. by W. ½ W. distance 2½ miles. This is but a small harbour, and hath not above 15 or 16 feet at low water; it is but an indifferent harbour, having several rocks in the entrance, and the S.E. winds heave in a very great sea. To sail into it, you must keep the north shore on board.

Fermouse harbour lies about 3½ miles from *Renow's*; between these harbours lies *Bear's cove*, off which lies a sunken rock, about a cable's length from shore. *Fermouse harbour* is an exceeding good harbour, there being no danger in sailing into it. The entrance is not more than a cable's length wide; just within the entrance, on the north shore, is a small cove, in which a fishery is carried on, but no safe place for anchoring. About a quarter of a mile farther in, on the same side, lies another cove, called *Admiral's cove*: In this cove the merchants' ships generally ride, in 7 or 8 fathoms water, land locked. About 1 mile farther up the harbour is a cove, called *Vice-Admiral's cove*. On the south side is the best anchorage for large ships, in 12 or 15 fathoms water, muddy ground; here you will be handy for wooding and watering. Farther up, on the same side, lies a cove, called *Sheep's head cove*. Directly off

this cove, near the middle of the passage up the harbour, lies a shoal, on which is only 9 feet water. This is the only danger in this harbour.

Bald head lies N. 30° E. 1 mile nearly from *Fermouse harbour*.

From *Bald head* to *Black head*, the course is N. by W. 1 mile.

From *Black head* to the entrance into the harbour of *Aqua fort*, the course is N.W. by N. 1 mile nearly; in the entrance is a high rock above water. The passage into the harbour is to the northward of this rock, in which you have 15 fathoms water. This harbour lies in west about 3 miles; at about 2½ miles from the entrance it is very narrow, where you have 4 fathoms water; but just within the narrows, on the north shore, is a small cove, in which you will have 7 fathoms water; this is a good place for vessels to heave down, the shore being steep. To sail up through the narrows, take care to give the stony beach, on the north shore, without the narrows, a berth, it being a shoal along that beach, except at the point of the narrows, which is bold too.

Ferryland head lies E.N.E. ½ E. distant 2 miles from *Aqua fort*, and N. 30° E. distant 3½ miles from *Fermouse*. *Ferryland head* is moderately high, having two high rocks above water lying close off the head, called the *Hare's ears*. This head is not easily distinguished, by reason of the main land within it being much higher. The entrance into *Ferryland harbour* lies to the northward of *Ferryland head*, between it and *Isle Bois*, and is little more than half a cable's length wide; but, after you are within *Isle Bois*, it is better than a quarter of a mile wide, and tolerable good anchorage, in 8 or 10 fathoms water; but the N.E. winds heave in a very great sea over the low rocks that run from *Isle Bois* to the main.

From *Isle Bois* to *Goose island* the course is N. ½ E. distant half a mile; and from *Goose island* to *Stone island*, the course is N. 5° W. distant half a mile.

Caplin bay runs in N.W. by W. distant 2½ miles from *Goose island*, is a tolerable good bay, with a safe passage into it on either side of *Goose island*. To the northward of *Goose island*, between it and *Stone islands*, there is not the least danger, the island being bold too. If you pass to the southward of *Goose island*, between it and *Isle Bois*, be sure to keep the point of *Ferryland head* open to the eastward of *Isle Bois*, in order to avoid a sunken rock, on which is only 2 fathoms water, and lies nearly midway between *Goose island* and *Cold East point*; after you are within this rock, there is not the least danger in sailing up the bay. The best anchorage is abreast of a cove on the larboard hand, about half a mile within *Scogin's head*, in 16 or 17 fathoms water.

From the *Hare's ears*, off *Ferryland head*, to *Cape Broyle*, the course is N. ½ W. distant 2½ miles. This cape is high table land, and makes in a saddle, either coming from the northward or southward. From the north part of the cape, E.S.E. three quarters of a mile, lies a small rock, called *Old Tiarry*, on which is only 3 fathoms water; but between it and the main is upwards of 20 fathoms water. About three quarters of a mile to the N.E. of the north part of *Cape Broyle* lies a ledge of rocks, called *Horse rocks*, on which you have from 7 to 14 fathoms water. In bad weather the sea breaks very high on these rocks. The mark for these rocks is a white house on *Ferryland downs*, open with *Stone islands*, and the head of *Cape Broyle harbour* open will carry you on them.

From the north part of *Cape Broyle* to the south part of *Brigus head*, the course is N.W. by N. distance 1½ mile. These points form the entrance into *Cape Broyle harbour*, which runs 3½ miles up. About 1½ mile within the entrance on the north shore, is a cove, called *Admiral's cove*, in which you may anchor in about 12 fathoms water, good ground; but here you will lie open to the south-east. The best anchorage is above the narrows, in about 7 fathoms water. The only danger in sailing up the harbour is a ledge, called

Saturday's ledge, and lies about $1\frac{1}{2}$ cable's length without the narrows, on the north shore; if you are coming in from the northward, keep the *satule* on *Brigus head* open with the point of *Abigail's cove*, it will carry you clear off this ledge. After you are above the narrows, you may anchor in about 7 fathoms water, good ground. Here you will be very handy for wooding and watering.

Brigus by south is a small harbour, only fit for boats, and lies close to the northward of *Brigus head*.

Cape Noddy lies N. 5 miles from *Cape Broyle*, and N. 2° W. distance $7\frac{1}{2}$ miles from the *flaw's ears* off *Terriglo*. This cape is table land, of a moderate height, and steep towards the sea.

From *Cape Noddy* to *Baline head* the course is N. 15° E. distance $1\frac{1}{2}$ mile. *Baline cove* is about a quarter of a mile to the northward of *Baline head*. This is but a small cove, fit only for boats.

From *Cape Noddy* to the outer point of *Great island*, the course is N. 40° E. distance 2 $\frac{1}{2}$ miles. This island is about half a mile in length, and of a moderate height.

From *Baline head* to *Isle Spear*, the course is N. $\frac{1}{2}$ E. distance 1 mile. Nearly within this island a fishery is carried on, but no safe anchorage, the bottom being rocky.

Toed's cove is a small cove, about 1 mile to the northward of *Isle Spear*, and is only fit for boats.

About $1\frac{1}{2}$ mile from *Isle Spear*, lies the south point of *Momable's bay*; from this point to the north point of the said bay, being the south point of *Whitless bay*, the course is N.E. by E. distance $1\frac{1}{2}$ mile. *Momable's bay* is an open bay, about 1 mile deep.

Green island is a small round island, about three quarters of a mile from the south point of *Whitless bay*. From this point lies a ledge of rocks, about one third of the distance over to *Green island*.

The south point of *Gull island* lies about three quarters of a mile to the northward of *Green island*, and is about 1 mile long, and a quarter of a mile broad, and is pretty high land.

Whitless bay runs in about 2 miles from *Gull island*. In it is a moderate depth of water, good ground but open to the sea. About half way up on the north shore, lies a ledge of rocks; part of these rocks shew above water at about half tide.

One mile and a half to the northward of *Gull island* lies the south point of the entrance into the *Bay of bulls*; from this point to the north point of said bay, called *Bull head*, the course is N.E. $\frac{1}{2}$ E. distance 1 mile. The best anchorage in this bay for large vessels is about half a mile from the head, in about 14 fathoms water; but small vessels may anchor higher up, and moor to the north shore, and will then lie land locked. The only dangers in this harbour are, a small rock off *Bread and Cheese point*, but is not above 20 yards off, and a rock on which is 9 feet water, lying off *Magoity cove*, about half a cable's length off shore.

From *Bull's head* to the south point of *Petty harbour*, the course is N.N.E. distance $8\frac{1}{2}$ miles. From this point runs a ledge of rocks for about a quarter of a mile.

From the south point of *Petty harbour* to the north point, the course is N. by E. $\frac{1}{2}$ E. distance $2\frac{1}{2}$ miles. Between these points lies *Petty harbour bay*, which runs in about 2 miles. At the bottom is a small cove, where a fishery is carried on.

From the north point of *Petty harbour* to *Cape Spear*, the course is N.N.E. $\frac{1}{2}$ E. distance 2 miles. This point is rather low and rugged, and may be known by the land to the northward tending away to the W.N.W.

Sailing directions for the Gulf of St. Lawrence.

FROM Cape North, in the island of Cape Breton, to Cape Ray, in Newfoundland, the course is E. N. E. 10 or 20 leagues.

From Cape North to the middle of the island of St. Paul, the course is E. N. E. $\frac{1}{2}$ N. distance 4 leagues.

From St. Paul's island to Cape Ray, the course is E. N. E. $\frac{1}{2}$ E. 16 leagues.
[All these bearings are by Compass and the variation 16 or 17° W. and the Distances are found by trigonometrical calculation by several bearings taken, &c.]

From Cape North to the Bird islands, the course is N. 9° W. 17 or 18 leagues.
From St. Paul's island to the Bird islands, the course is N. $\frac{1}{2}$ W. distance 13 $\frac{1}{2}$ leagues.

From Cape Ray to the Bird islands, the course is W. 40° N. distance 22 leagues.
From the Bird islands to the north part of Isle Brion, is W. 30° or 6 leagues.—All the above courses are by compass.

REMARKS.

The Bird islands are but small, and not far asunder; the passage between is a rocky ledge. They are of a moderate height, and white at top, the northernmost being the largest, from the east end of which runs a small ledge of rocks.

The passage between Little Bird island and the Isle of Brion, is about 3 leagues.

SOUNDINGS.

Body of the island Brion, S. and S. $\frac{1}{2}$ W. 35 fathoms, brown sand.

N. end of ditto, S. W. by S. 56 fathoms, 100 fathoms.

N. W. end of ditto, S. 40 fathoms, rocky with shells.

Body of ditto, S. by E. 7 or 8 leagues, 45 fathoms, sand and stones.

From Island Brion to Cape Rosiere, the course is N. W. by W. 39 leagues. Here the variation is 17°.

From Cape Rosiere to the N. W. end of Anticosti the course is N. N. W. 20 leagues. Here the variation is 17° 30'.

REMARKS.

The channel between Anticosti and the main land of Nova Scotia, is about 14 or 15 leagues, and in the middle is very deep water, sometimes no ground with 180 to 200 fathoms line. To the westward of Anticosti is a bank, the extent of which is not known.

LATITUDES.

Cape North	-	-	-	-	47° 6' N.
St. Paul's island,	-	-	-	-	47 14
Cape Ray	-	-	-	-	47 40
Bird island	-	-	-	-	47 52
North part of Brion island	-	-	-	-	47 50
Cape Gaspee	-	-	-	-	48 44
N. W. end of Anticosti	-	-	-	-	49 46

The islands of Mingan are 10 leagues N. E. from the island of Anticosti, in latitude 50° 15' N.

REMARKS.

The harbour of Mingan is very secure for ships in all weathers; there is good anchorage all within the Parckett and other islands, and great plenty of cod fish. It appears to be very convenient for the cod, seal, and salmon fishery, and has the additional advantages of a level, good soil, and profitable Indian trade. The tide flows here full and change, at 3 o'clock, and rises about 10 or 12 feet; but much of the tides depend on the weather.

The bay of Seven Islands is on the north side of the river St. Lawrence, being a very secure harbour for a number of ships in any wind. It lies in latitude 50° 20' N. and lies N. from Mount Lewis, and W. N. W. 25 leagues from the N. W. end of Anticosti, by the compass.

N. B. The tide flows S. S. W. rises 18 or 19 feet Spring, and 10 at Neap tides,

Directions for sailing up the River St. Lawrence.

FROM the N.W. end of *Anticosti* to *Cape Chat*, the course is W.S.W. 36 or 38 leagues.

REMARKS.

From *Cape Chat* it is best never to stand so far northward as *Mid Channel*, particularly when a-breast of *Manicouagan shoal*, where are some very strong and irregular eddies that will set you on that shoal. Several sail of men of war have been caught in them in a fresh breeze of wind, when not a single ship could answer its helm; some of them drove on board each other, and it was not without much difficulty that very great mischief was prevented by their running foul of each other, and the danger of driving on the shoals of *Manicouagan*.

From *Cape Chat* to the island of *St. Barnaby*, the course is W.S.W. $\frac{1}{4}$ W. distance 28 leagues.

SOUNDINGS.

N.W. end of *Anticosti*, E. $\frac{1}{2}$ S. 6 leagues, and the *Lady's Mountains*, S.W. by W. $\frac{1}{4}$ W. is 69 fathoms.

N.W. end of <i>Anticosti</i> , E. by S. 7 or 8 leagues, 44 fathoms.	
<i>Mount Camille</i> , - - - - -	S.W. by W.
Uppermost of the <i>Lady's Mountains</i> , - - - - -	S.E. $\frac{1}{4}$ E.
Two little paps near the shore, - - - - -	S.W. $\frac{1}{4}$ W.
About 2 leagues from the south shore, 93 fathoms, soft mud.	
<i>Mount Camille</i> , - - - - -	S.W. $\frac{1}{4}$ S.
Westernmost <i>Lady's Mountain</i> , - - - - -	S. 50° E.
170 fathoms, soft mud.	

REMARKS.

This being nearest to the north shore, the current was so strong, that it was with difficulty the ships were kept from driving on board one another.

About 2 leagues off the South shore, 80 fathoms, soft mud.	
<i>Mount Camille</i> , - - - - -	S. 50° W.
Westernmost <i>Lady's Mountain</i> , - - - - -	S. 50° E.
Two little paps on the South shore, - - - - -	S. 20° E.
Nearst the north shore, 160 or 170 fathoms, soft black mud.	
<i>Mount Camille</i> , - - - - -	S. 26° W.
<i>River Manicouagan</i> , - - - - -	N. by W. $\frac{1}{4}$ W.
West point of ditto <i>Low land</i> , - - - - -	N. 65° W.

REMARKS.

A strong current here which sets towards the north shore, and is a demonstration that the south shore is most proper to keep on, as it is a clear coast, and no visible current there.

About a league from the south shore, 17 fathoms, muddy bottom.	
<i>Mount Camille</i> , - - - - -	S.E. $\frac{1}{4}$ E.
East part of the isle of <i>St. Barnaby</i> , - - - - -	S.W. by S.
<i>Father point</i> , - - - - -	S.
38 fathoms, muddy ground.	

ANCHORAGE.

In 17 fathoms, muddy bottom, 4 or 5 miles from shore, the bank shoals gradually to 10 fathoms, within $2\frac{1}{2}$ miles of the shore.

<i>Father point</i> , - - - - -	S.S.E.
East point of the isle of <i>St. Barnaby</i> , - - - - -	S.W. $\frac{1}{4}$ S.
<i>Isle Bic</i> , - - - - -	W. by S.

The highest of *Bic hills*, in a line with the outer part of *St. Barnaby's island*, bearing W. $\frac{1}{4}$ S. $7\frac{1}{2}$ fathoms.

Ditto mountain on the middle of the island, about half a mile from shore, 6 fathoms.

The outer part of *Bic high land*, just without the island, 5 fathoms, all soft mud.

From *St. Barnaby* to the isle of *Bic*, the course by compass is W. $\frac{1}{4}$ S. distance 3 leagues, in most places 16 fathoms water.

Anchorage at Bic in 12 fathoms water.

South end of Bic island,	-	-	-	W. by S.
North part of ditto,	-	-	-	W. by N.
St. Barnaby's isle,	-	-	-	E. $\frac{1}{2}$ N.
Mount Conkill,	-	-	-	E. $\frac{1}{2}$ S.
East part of Bic hills,	-	-	-	S.
At the upper end of Bic islands, about 2 miles from the island, in 9 fathoms water.				
Bicquit island,	-	-	-	N. $\frac{1}{2}$ E.
Westernmost rock of Bicquit in sight,	-	-	-	N. by W.
Rocks on the east end of Bic,	-	-	-	N.E. $\frac{1}{4}$ E.
West part of Bic island,	-	-	-	N. by E. $\frac{1}{4}$ E.

REMARKS.

Bic is a low woody island, about 4 miles from the south main land, and is 3 leagues W. $\frac{1}{2}$ S. from the *Ile St. Barnaby*; all the way is good anchorage in 14 and 16 fathoms water. Between Bic and the main land, is 10 and 12 fathoms. Off the S.E. end of Bic is a ledge of rocks which appear above water, and are very steep too.

To the north-westward of Bic lies a small island called *Bicquet*, from the west end of which lies a ledge of rocks that may be seen at least 2 miles, and perhaps they run further under water. Off the east end of this island are likewise rocks, as there are to the westward of Bic; so that there can be no passage between these islands, except for boats or very small craft.

From the island of Bic to *Basque* the course is W.S.W. 7 leagues. Between these islands are two very small islands near the south shore, called the *Razade islands*; they are about 5 leagues from Bic, and 2 leagues from *Basque*.

Passing to the southward of Bic steer W. by S. in 9, 10, to 16 fathoms, when almost abreast of the *Razade islands* steer W.S.W. and you will have from 20 to 22, 24, and 26 fathoms at high water, till a-breast of the *Ile of Basque*, distance 4 miles, all sandy bottom.

REMARKS.

Although the course from Bic to *Basque* is W.S.W. yet if you come to the southward of Bic (especially in little wind) you will run on the main land by steering that course, therefore you should at first steer W. by S. until you deepen to 18 and 20 fathoms, and then W.S.W. if you are not as high as the *Razade islands*, for if you are, you will then be too near the shore.

ANCHORAGE.

About 4 miles off *Basque island*, in 26 fathoms (at high water) a sandy bottom.

Red island,	-	-	-	W. $\frac{1}{2}$ S.
East point of Green island,	-	-	-	S.W. $\frac{1}{4}$ W.
North point of Green island,	-	-	-	S.W. by W.
Middle of Apple island,	-	-	-	S.S.W. $\frac{1}{2}$ W.
Entrance of Saguenay river,	-	-	-	W. by N. $\frac{1}{4}$ N.
Westernmost rocks between Basque and Apple islands,	-	-	-	S. by E.
West end of Basque island,	-	-	-	S.S.E. $\frac{1}{4}$ E.
East end of Basque island,	-	-	-	S.E. $\frac{1}{4}$ E.
Western Razade island,	-	-	-	E. $\frac{1}{2}$ S.
High land of Bic,	-	-	-	E.N.E. $\frac{1}{4}$ N.

N. B. *Basque island*, *Apple island*, and the rocks between them, middle of *Green island*, and the outermost land in sight (when on *Apple island*) are in a line W.S.W. and E.N.E. by compass.

REMARKS.

The ebb tide runs here $4\frac{1}{2}$ knots, and much stronger near the island, as in 17 fathoms water, at the same time it runs 6 knots an hour.

Although the ebb tide is so strong here, and the tide rises much by the shore, yet the flood is scarce perceivable.

Within a cables length of *Basque island* is 10 fathoms, and very near the rocks that lie between *Basque* and *Apple islands* is 6 fathoms. These rocks are always above water.

Green island is about 3 leagues W.S.W. from the *Isle of Basque*, the ebb tides of *Green island* are exceeding strong, so that it requires a fresh gale of wind to stem it with all sails. The tide of ebb sets directly toward the island, as do the floods (which are but little here) towards the *White island ledge*; therefore great care should be taken to anchor here in time, in case it should fall calm, and you be near the island, for there is 25 fathoms almost close to the rocks, and foul ground.

REMARKS.

Off the N.E. end of *Green island* is a ledge of rocks about $1\frac{1}{2}$ mile in length, which partly shew themselves; there is likewise a ledge of rocks off the west end of the island, which lie right out from it.

From a little below *Green island*, till you are near the length of *Hare island*, there is a constant and very strong ebb, occasioned by the great discharge of the waters from *Saguenay river*; and even at the east end of *Hare island*, the flood is not more than 4 hours continuance, and runs so weak, that if it blows but a moderate gale westerly, the ship will not tend to it: In sailing up, it is necessary to keep well to the southward of *Red island*, and to the westward of it, before you cross over for the east end of *Hare island*, to avoid getting into the stream of *Red island*; for should it fall little wind, the ebb tide would set you on the shoals of that island, and there is no safe anchoring to prevent driving upon them.

Red island is a low flat island, and is about $2\frac{1}{2}$ leagues N.W. by N. with the middle of *Green island*. There are great shoals off *Red island*, as yet not quite discovered. Being a-breast of *Green island* you will see the east end of *Hare island*, and the *Brandy-pot islands* (which are two little islands a small distance from it) bearing about W. by S. or W.S.W. from you, distance about 4 leagues from the west end of *Green island* to the *Brandy-pots*.

When past *Green island* you should steer for the *Brandy-pot islands*. There is likewise another small island off the N.E. end of *Hare island*, called *White island*; between these islands is a ledge of rocks that extends at least $2\frac{1}{2}$ leagues from the east end of *Hare island*; this ledge is dry at low water. Coming away from the upper end of *Green island*, and steering W. by S. you have 13 fathoms a little distance from *Green island*, and afterwards 16 and 14 fathoms. In passing *White island*, going towards *Brandy pot islands*, you may go to 10 or 12 fathoms, far enough from all danger, and anchor, being all good holding ground, clayey bottom.

Anchorage in 11 fathoms clayey ground.

<i>White island</i> ,	-	-	-	-	N N.W. $\frac{1}{2}$ W.
<i>Brandy pot islands</i> ,	-	-	-	-	W.S.W. $\frac{1}{2}$ S.
East end of <i>White island ledge</i> in sight,	-	-	-	-	N. by E. $\frac{1}{2}$ F.
<i>Green island</i> ,	-	-	-	-	E. N. E. $\frac{1}{2}$ N.
East point of <i>Hare island</i> ,	-	-	-	-	N.W. by W.
S.W. point of <i>Hare island</i> ,	-	-	-	-	W.S.W. $\frac{1}{2}$ S.
North-eastermost <i>Pilgrim island</i> ,	-	-	-	-	S.S.W. $\frac{1}{2}$ W.
Westermost <i>Pilgrim island</i> ,	-	-	-	-	S.W. $\frac{1}{2}$ S.

The *Pilgrims* are high rocky islands, a-breast the upper end of *Hare island* and are near the south main land. Between *Hare island* and the south shore is a long bank near the middle of the channel, which is now called the *Middle bank*.

REMARKS.

The true extent of this bank is not yet known; there is in some places more water than in others; in one place, at the east end of it, there is no more than 10 feet at low water.

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There is likewise a bank or shoal off the S.W. end of Hare island, which extends almost to the middle bank, and makes the passage very narrow, in which there is depth enough at low water, for a ship of great draught.

Passing by Brandy-pot islands, which have 10 fathoms very near them, and keeping along by Hare island, at about $1\frac{1}{2}$ miles distance from it, is all along regular soundings, 14 and 16 fathoms, till you come to three-fourths of the length of Hare island, and then coming over for the Pilgrims you have shoal water all at once, from 7 fathoms to 6, $5\frac{1}{2}$, 5, and $4\frac{1}{2}$: at one third flood, you must heave the lead as fast as possible; White island will be almost in a line with the east end of Hare island (between it and Brandy-pot island) and a white house on the south shore, near the river side, almost shut in with the rocks off the east end of the N.E. Pilgrim.

Though the strong flood-tide here will set you very fast towards the shoal off the S.W. end of Hare island, yet be very cautious how you steer your ship to the westward, because the water shoals very much, but haul up to the southward, and you will directly get into 5 or 6 fathoms water. The aforementioned white house being just in a line with the rocks off the east end of the N.E. Pilgrim, and White island just open of the east end of Hare island; it is shoal near the N.E. Pilgrim, therefore it is not proper to come too near it. Being above the N.E. Pilgrim, you may approach the others pretty near, and steer away for the great island of Kamourasca, which you will see about S.W. from you, and all along in this direction are regular soundings, from 10 or 12 to 14 or 16 fathoms, till near the greatest and N.E. Easternmost Kamourasca; when abreast of it, (and very near) you will have very deep water; but at some distance is a very good bank to anchor on, in any depth, from 9 to 14 or 16 fathoms, and good holding ground.

To escape the danger of the Middle Bank.

Coming away from Brandy-pot island, (which you may pass very near too) steer along by Hare island in such a manner that you may see White island open within Brandy-pot islands, between them and Hare island. Keep along in this position until they bear about S. by W. $\frac{3}{4}$ W. and with this direction you may cross the bank with safety; then steer away for the Kamourasca islands, as before.

N.B. It is not safe to cross this bank with a large ship, till it is half flood.

Anchorage in 22 fathoms, high-water.

The Lower Pilgrim islands	- - -	E.N.E. $\frac{1}{2}$ N.
The Lower Kamourasca island	- - -	E. by N. $\frac{1}{2}$ N.
Cape Goose	- - -	W. by S. $\frac{1}{2}$ S.
Middle of Coudre island, about six leagues	- - -	W. by S. $\frac{1}{2}$ S.
Cape Torment	- - -	W.S.W. $\frac{1}{2}$ S.

Anchorage in 14 fathoms, sand and clay bottom.

Pilgrim island	- - -	N.E. by E.
Cape Goose	- - -	W. $\frac{1}{2}$ S.
Lower Kamourasca	- - -	E.N.E. $\frac{1}{2}$ N.
Hare island	- - -	N.E. $\frac{1}{2}$ N.
Cape Torment	- - -	W.S.W. $\frac{1}{2}$ S.
Mal bay river	- - -	N.N.W. $\frac{1}{2}$ W.
Middle of Coudre island	- - -	W. by S. $\frac{1}{2}$ S.
Upper Kamourasca island	- - -	E. by N.

Anchorage in 24 fathoms.

Cape Goose	- - -	W.N.W.
N.E. end of Coudre island	- - -	W. by S.
S.W. end of do,	- - -	W.S.W.
Mal bay river	- - -	N. $\frac{1}{2}$ W.
Hare island	- - -	N.E. $\frac{1}{2}$ E.

Soundings in 39 fathoms.

When Cape Goose bears	-	-	-	W.S.W. $\frac{1}{2}$ S.
Cape Torment	-	-	-	S.W. by W.
Harc island	-	-	-	E.N.E. $\frac{1}{2}$ N.

When the land to the westward of *Cape Goose* is just open of it, and a little mountain on the south shore, near the east point of the westernmost *Kamourasca islands*, you have 25 fathoms.

When the land to the westward of *Cape Goose* is open about a sail's breadth of *Cape Goose*, *Cape Salmon* is just open of *Cape Eagle*, and the hill and island as before, you have 25 fathoms.

When the south mountain is quite open to the westward of the westernmost *Kamourasca island*, and the land to the north-eastward just open of *Cape Salmon*, you have 19 fathoms, soft ground.

When the west point of *Mal Bay river* is just opening of *Cape Goose*, and the south part of the isle of *Coudre* bears S.W. by W. you will have 41 fathoms.

When the north part of the island of *Coudre* bears W. by S. $\frac{1}{2}$ S. about 2 miles off the island, you will have 35 fathoms.

When the south part of the island of *Coudre* bears W. by S. and *Cape Goose* N.W. by W. you will have 14 fathoms.

When *Cape Goose* is N.W. by W. 4 or 5 miles, and *Mal Bay river* N. by E. $\frac{1}{2}$ E. you will have 10 fathoms.

When the south part of *Coudre* is W. by S. $\frac{3}{4}$ S. and *Cape Goose* W.N.W. 2 or 3 miles, you will have 15 fathoms, the water deepening to the northward.

When the south part of *Coudre* is S.W. and the north part of it W. $\frac{3}{4}$ S. about 2 or 3 miles from the east part of the island, the great rock bearing N.N.E. $\frac{1}{2}$ E. 17 fathoms.

Anchorage in 25 fathoms, rocky ground.

Cape Torment	-	-	-	S.W. by W.
South part of Coudre	-	-	-	W.S.W. $\frac{1}{2}$ S.
North part of Coudre	-	-	-	W. by S.
Cape Goose	-	-	-	N. $\frac{1}{2}$ E.

BEARINGS BY COMPASS.

Cape Goose and Cape Salmon	-	-	N.E. $\frac{1}{2}$ N. and S.W. $\frac{1}{2}$ S.
South part of Coudre and Cape Torment	-	-	N.E. $\frac{1}{2}$ E. and S.W. $\frac{1}{2}$ W.

You may moor at *Coudre* in 17 fathoms, coarse sand. *Cape Goose* just open of the land to the westward of it, bearing E. by N. $\frac{3}{4}$ N. a considerable *Fall of Water* on the north shore N. by W. $\frac{1}{2}$ W. and the east end of *Coudre* E. $\frac{1}{2}$ S. In this place the tide runs very strong, which causes the ship always to swing round with the sun.

You may also moor at *Coudre* in 17 fathoms, at low water, sand and mud.

Cape Goose	-	-	-	E. by N. $\frac{1}{2}$ N.
Cape Torment	-	-	-	S.W. $\frac{1}{2}$ W.
East point of St. Paul's bay	-	-	-	W. by N. $\frac{1}{2}$ N.
Water stream on the North shore	-	-	-	N.

Five fathoms water, half a mile from *Coudre*, till almost close to the shore, and then 3 $\frac{1}{2}$ fathoms at low-water mark, all clear ground.

The tides at *Coudre*, both ebb and flood, are very strong, yet at the *Meadows* is good anchorage, but not near the north shore. It is high-water at *Coudre*, by the shore, at half past 4, at the full and change of the moon, and it runs off in the road an hour longer. There is a very long reef of rocks runs off the N.W. of the island, which are all covered at high water.

Bearings from the end of the Ledge that is dry at low water.

St. Paul's Church (just open)	N. 41° W.
East bluff point of St. Paul's bay (called Cape Diabie)	N. 27° W.
The Water Fall on the North shore	N. 27° E.
N. W. bluff point of the island	S. 22° W.
The N. E. bluff of do. off which is a reef of rocks	E. 9° N.

N. B. The part of this reef, which is dry at low water, lies to the westward, about S. W. and N. E. and the eastward about east and west. Near the length of a cable, farther out, is 5 fathoms, at low water.

The tide, both ebb and flood, sets into *St. Paul's bay*, which is shoal and rocky some distance off (from whence is given to it the name of the whirl-pool) so that passing either up or down this river, it is proper to go as nigh the reef as you can, to keep out of the contrary current; and for the greater safety it is proper to buoy the end of the ledge, in about 5 fathoms, at low-water, and it shoals out afterwards pretty gradually. If you pass it in about 8 fathoms (which is far enough off, with a breeze of wind to command the ship) you will be much nearer the island than the main land, and having passed the edge, you will have 16 and 18 fathoms at a convenient distance from the island.

There is a shoal or ledge of rocks off the north shore, all the way from the west point of *Paul's bay*, or *Cape Raven*, to *Cape Hog*, which is about a league above *Cape Maillard*. This shoal lies not a great way off, but farther in some places than others. In coming away from *Coudre*, and sailing up the river, it is proper to keep three capes, which you will see to the westward, open one of another, all the way from *Coudre*, till you come past the little river settlement, or to bring the church of it to bear about N. W. by N. is a very rocky bottom, and then begins good ground.

Anchorage in 16 fathoms, sand and mud.

Cape Maillard, distance about 1½ mile	N. W. by N.
South part of Coudre	N. E. ¼ E.
Pillar island	S. E. ½ E.

Anchorage about one mile from the North shore, in 9 fathoms, at low-water; sand and mud.

Pillar island, in one with a rocky island	E. 4° N.
Cape Goose, almost one with the S. E. part of Coudre	N. 48° E.
Cape Torment, a little open with Burnt Cape	S. 74° W.
The South part of Orleans island	S. 64° W.
Cape Race, just open of Cape Maillard	N. 30° E.
North part of Coudre	N. 56° E.

[Observed the latitude here to be 47. 04.]

** Bearings taken from the said rocky island.*

Cape Goose, a sail's breadth open of the S. E. part of Coudre	N. 50° E.
North part of Coudre,	N. 40° E.
Cape Corbeau, or Cape Raven,	N. 35° E.
Cape Maillard,	N. 24° E.
Cape Torment,	S. 63° W.
South part of Orleans, in sight,	S. 55° W.
In one with the east end of rocky ledge.	
Pillar island,	E. 1° N.

This rocky island is about half a cable's length, dry at low-water, and very craggy; it is never covered, although the sea may break all over it in bad weather.

A white house, on the south shore, open of the east end of the *Isle of Madame* (and when it is quite shut in) being very near the north shore, you will have 11 fathoms.

A little mountain open of the west end of *Rot island*, being near the north shore, you will have 9 and 8 fathoms.

The same mountain on the east end of the *Isle of Madame*, about $\frac{1}{4}$ of a mile from the shore, you will have 10 fathoms; then haul over for the *Traverse*.

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Directions for passing the Traverse.

BEING past *Burnt cape*, or when it bears N.N.E. from you, haul over for the *Traverse*, which ought to be passed in a very clear day. If the points of the shoals are not buoyed, which for greater safety should be done, because in hazy weather the land marks cannot be seen, which are three mountains very far inland, and a little round hill to the westward, may likewise be made use of, which, after you are past *Burnt cape*, and crossing in the *Traverse*, must always be kept to the westward of the east end of *Madame*, or otherwise you will certainly be on a sand shoal, which extends itself from *Burnt cape ledge*. This mountain, in clear weather, may always be seen, and keeping it a ship's length to the westward of the east end of *Madame*, is the best mark for the *Traverse*; and this course should be continued until two points on the south side of *Orleans* are opened a good ship's length off each other, that is, *St. John's point*, with the point of *Dauphine river*, and then you may bear up, and steer up along with the point of *St. John*, still a little less open, as you go farther up towards the island of *Orleans*, to avoid a little shoal that is off the east end of *Orleans*, on which there is not quite three fathoms, at low water, off which there is no danger for any ship, except it should be dead low water; yet *St. John's point* should not be shut in with *Dauphine point* (or else you may be on the shoal that reaches from the east end of *Orleans*) till you are almost abreast of *Cape Torment*, or until it bears N. There is another mark to know when you are far enough over from *Burnt cape*, and that you may bear up, observe on the south shore a little round mountain (there being no other near) when you have brought this little mountain open to the westward of the *Two-head island*, you may bear up for *Orleans*, &c. (As the *Two-head island* cannot be well distinguished by a stranger, from the other islands, so it may be supposed a stranger will not attempt to pass the *Traverse*, without first acquainting himself with it.) This little mountain, when open of the *two-head island*, will bear S. 69° E. there is no danger in standing farther to the southward, as the channel is pretty wide; but as there is a shoal between you and *Rot island*, on which is but 9 feet at low water, and uneven rocks; to avoid this shoal you should observe the point of *Orleans* for marks, as aforesaid.

There is a mark to know when you are coming on the edge of this shoal, which is, observe to the eastward, on the south main land, a mountain, which appears to have three points, of an equal distance; when this mountain is brought on the east point of *Canoe island*, you are coming on the edge of this shoal; there is likewise a little rocky island off *Burnt cape*, which, when you are on the end of this shoal, will be about 2 ship's length open of *Cape Goose*. When you are on the shoal the island will be nearly in a line with *Cape Goose*, and the *three-pointed mountain* with *Canoe island*.

To make use of the three mountains aforesaid.

In coming up past *Burnt cape*, when you have brought the west end of the westernmost mountain on with the east end of *Rot island*, you may steer over with them in one line, until you open *St. John's point*, as aforesaid. Nor is there any danger in bringing the east end of the westernmost mountain on

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with the east end of *Rot island*, but it should not be brought to the westward of it until you have open *St. John's point*. You might by this last mark go over near *Rot island*, and go up to the southward of the middle shoal, with *St. John's Church* just open of the point; in this channel is deep water, but it is narrow; it is called the *Old Traverse*, and the other is called the *New Traverse*. It is not proper for the *Old Traverse* to be made use of, as the passage between the middle shoal and the sand off *Burnt cape ledge* is narrow, and you will be so much the longer going across the tide, which may carry you out of the way if you are not very attentive to the marks. The middle shoal reaches up the river until you have got *Bellchase church* a good deal open of the west end of *Rot island*, but as a mark of this kind is very deceiving, it reaches until you have brought the east end of the middle mountain on the west end of *Rot island*, and then you will be past it, and have the channel open from near the island of *Orleans*, to very near the west end of *Rot island*, and may anchor between *Orleans* and *Madame islands*, or proceed up the river, at pleasure. If it should be thick weather, and you would pass the *Traverse*, and the mountains cannot be seen, nor the ends of the shoals buoyed, it might be done by keeping one or two houses open of the east end of *Rot island*, or the third house may be brought in a line with it, but should not be opened; and these marks may be observed until you have opened *St. John's point*, as aforesaid.

But as these houses may be mistaken for others, even by a person who is acquainted with the *Traverse*, it is not safe to use them. It is certain, the greatest difficulty of the *Traverse* is in coming over from *Burnt cape*, to open *St. John's point*, as the channel is but narrow, and you are so long going across the tide; and at *Burnt cape* the channel is not above $\frac{3}{4}$ of a mile wide between the cape and the point of the ledge. You should likewise observe here, to keep clear of the ledge, to keep a part of the *Butt* (which is a high spot of land in the middle of *St. Joachim's meadow*, and appears like a platform or island) always shut in behind *Cape Torment*; that is you must not open it all of the cape until *Burnt cape* bears N. of you, or you will certainly be on the ledge. The soundings at the edge of this ledge are very uncertain, for at one cast you will have 5 fathoms, and at the very next cast (heaving the lead fast) you may be on shore. It may be observed, that just as you have *St. John's point* opening, there is not any more water any where in the channel, between *Orleans shoal* and the shoal off *Burnt Cape*, than 5 fathoms, at low water; but after you have bore up for *Orleans*, there is 6 and 7 fathoms at low water, within a ship's length of the sands that dry.

Soundings in the Traverse.

Abreast of *Burnt cape*, a little round mountain to the westward, on with the E. end of *Madame*, 5 fathoms.

The same mountain between *Rot island* and *Madame*, 4 and $4\frac{1}{2}$ fathoms.

The E. end of the first W. mountain on the W. end of *Grosse island*, and the little one to the westward, a little to the westward of the E. end of *Madame*, $5\frac{1}{2}$ fathoms.

The W. end of the second mountain on the W. end of *Grosse island*, and little mountain on the E. end of *Madame*, $2\frac{3}{4}$ fathoms.

Little mountain on the E. end of *Madame*, and the E. end of the second mountain on the W. end of *Grosse island*, $2\frac{3}{4}$ fathoms.

The Little mountain, a little to the westward of the E. end of *Madame*, and the W. end of *Grosse island* in the middle, between the second and easternmost mountain, 6 fathoms.

A white house just open of *Madame*, and the hill a little to the westward of the E. end of *Madame*, and the E. end of the third, and easternmost mountain on with the W. end of *Grosse island*, 6 fathoms.

The W. end of the first mountain on the E. end of *Rot island*, *St. John's point* well open, $5\frac{1}{2}$ fathoms. (Steer by it.)

The middle of the first mountain on the E. end of *Rot island*, the *Little Mountain* just to the westward of the E. end of *Madame*, *St. John's point* well open, $4\frac{1}{2}$ fathoms.

N.B. Keep the *Little Mountain* always to the westward of the E. end of *Madame*.

The E. end of the first mountain on the E. end of *Rot island*, two white houses open of *Madame*, the *Little Mountain* just opening to the E. end of *Madame*, $4\frac{1}{2}$ fathoms (never open the *Little Mountain*.) The W. end of the first mountain on the *Vista* in *Rot island*, *St. John's point* well open, 5 fathoms.

The E. end of the first mountain on the *Vista*, *St. John's point* well open, 5 fathoms.

The second mountain on the *Vista*, and another little hill near the other, on the W. end of *Madame*, *St. John's point* well open, $6\frac{1}{2}$ fathoms.

Marks on the little shoal, near the E. end of *Orleans*.

The W. end of the second mountain on the W. end of *Rot island shoal*, and the west trees of *Rot island*, about the middle of the same mountain; the W. part of the *Three pointed mountain* on the E. point of *Canoe island*; *St. John's point* a good deal open of *Dauphine*.

The E. point of *Orleans*, on the *Little Valley*, at the W. end of the *Saddle Mountain*.

Bearings on the East end of Orleans Ledge, in 4 fathoms at low water.

The <i>Little Rocky island</i>	N. 63° E.
<i>Cape Torment</i>	N. 2 E.
W. end of <i>Rot island</i>	S. 30 W.
E. end of <i>Rot island</i> , and E. end of the <i>Second Mountain</i>	S. 13½ E.
W. end of <i>Grosse island</i>	S. 28 E.
W. end of the <i>Two-head island</i> , and the <i>Little Mountain</i> , just to the westward of it	S. 69 E.
W. part of the <i>Three-pointed Mountain</i> , on the W. part of <i>Goose island</i>	N. 83 E.
<i>St. John's Point</i> a good deal open	S. 52½ W.
W. end of <i>Madame</i>	S. 40½ W.
E. end of <i>Madame</i>	S. 34½ W.
E. end of the <i>First Mountain</i> , about one fifth the distance of <i>Rot island</i> , from the E. end	S. 1 E.
<i>Cape Goose</i>	N. 52½ E.

Bearings near the edge of the Middle Ground.

E. end of <i>Orleans</i>	N. 63° W.
A Buoy on a little shoal, near <i>Orleans</i>	N. 54 W.
<i>St. John's Point</i>	S. 53½ W.
<i>St. Francis's Church</i>	S. 7½ W.
West end of <i>Rot island</i>	S. 6 E.

Bearings taken from the upper end of the land (off Orleans) dry at low water.

The W. end of <i>Rot island</i>	S. 3½ W.
E. end of <i>Rot island</i> , with the W. end of <i>Grosse island</i>	S. 53½ E.
<i>Cape Torment</i>	N. 31 E.
<i>St. Joachim's Farm</i>	N. 12½ W.
<i>St. Joachim's Church</i>	N. 52 W.
E. Point of <i>Orleans</i>	N. 71 W.
N. point of <i>Orleans</i>	W.
The <i>Little island</i>	N. 60 E.

Bearings from another station, near the East end of the said sand, dry about 1½ mile N. 63° E. from the last.

W. end of <i>Rot island</i>	S. 22° W.
E. end of <i>Rot island</i>	S. 25½ E.
W. end of <i>Grosse island</i>	S. 36 E.
<i>Little island</i>	N. 63 E.

Rot island, St. John's

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N. 63° E.

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se island N. 83° E.

S. 52½° W.

S. 40½° W.

S. 34½° W.

Rot island, S. 1° E.

N. 52½° E.

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ans) dry at low water.

S. 3½° W.

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W.

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he said sand, dry about

S. 22° W.

S. 25½° E.

S. 36° E.

N. 63° E.

Avant Cape	N. 39° E.
Cape Torment	N. 14° E.
E. end of Orleans	S. 61½° W.
Point of Dauphin's river	S. 52° W.
St. Joachim's Farm	N. 53½° W.
The shoal to the Eastward	N. 51½° E.

Bearings from the West end of Rot Island.

Cape Torment	N. 18° E.
St. Joachim's Farm	N. 3½° W.
E. part of Orleans	N. 33½° W.
S.W. end of Grasse Island	S. 89° E.
Little Mountain	S. 82° E.
E. end of the third	S. 27° E.
E. end of the second	S. 18° E.
Westward of the First Mountain	S. 7° E.
Middle of Belchase Island	S. 19° W.

Bearings from the East end of Rot Island.

St. Thomas's Church	S. 53° E.
W. end of the First Mountain	S. 2° E.
E. end do.	S. 7° E.
E. end of the second do.	S. 14½° E.
Belchase	S. 27° W.
Middle of Belchase Island	S. 36½° W.
The Mark Windmill	S. 43° W.
St. Valier's Church	S. 47° W.
N. E. part of Grasse Island	N. 83° E.
N. E. part of Crane Island	N. 80° E.
S.W. part of the Two Heads	N. 78° E.
Little Island	N. 33° E.
Houses below St. Joachim's	N. 28½° W.
W. end of the Butt	N. 51° W.
E. end of Saddle Hill	N. 64° W.
Two Points off Orleans	N. 75½° W.
St. Francis's Church	S. 86½° W.

Bearings for the West end of Madame.

St. John's Church	S. 71° W.
Port St. Lawrence	S. 68° W.
St. Valier's Church	S. 28½° W.
The Mark Church	S. 17½° W.
St. Thomas's Church	S. 86° E.
Belchase Church	S. 40° E.
The middle of Belchase Island	S. 25° E.
E. end of the First West Mountain	S. 18½° E.
Dauphin River	N. 60° W.
Little Mountain	E.
South part of Crane Island	N. 79° E.
South part of Grasse	N. 70½° E.
S. part of St. Margaret, on the Three-pointed Mountains	N. 73½° E.
Cape Raven	N. 40½° E.
Cape Torment	N. 29° E.
E. Point of Orleans	N. 19° E.
St. Francis's Church	N. 5° E.

From Point St. John to Point St. Lawrence there is no danger, and about a mile from the shore of Orleans you will have 9, 7, 10, 13, 16, and 18 fathoms, rocky ground.

At Point St. Lawrence you must (in order to avoid the shoals of Beaumont) keep the starboard shore till you have passed the Falls of Beaumont, which are on the south shore, and then steer up in the middle of the stream, till near the west end of Orleans, when, to avoid the Morandas Rocks, keep nearest to

the south shore, and you may anchor at $\frac{2}{3}$ ths of a mile from the south shore, in 9 fathoms water, *Point Levy* bearing W.S.W. and the West point of *Orleans* N.N.E. rocky ground, or you may proceed with the tide directly for *Quebec*, and anchor within two cable's length of the town, in 15 fathoms, muddy ground, *Cape Diamond* bearing S.W. $\frac{1}{4}$ W.—N. end of the *Barbet battery* W. by N.

THE TIDE FLOWS FULL AND CHANGE,

At *Quebec*, half an hour after 8.

Isle Madame, at 8.

Cape Maillard, at 7.

Isle of Coudre, at 6.

The *Kamourasacas*, at $\frac{1}{2}$ past 5.

The *Pilgrina* and *Hare Island*, at 5.

Bic $\frac{1}{2}$ past 3, but not regular.

N. B. From *Coudre* to *Quebec* the water falls 4 feet before the tide makes down. At *Isle of Coudre*, in spring tides, the ebb runs at the rate of 9 knots. The next strongest ebb is between *Apple* and *Basque islands*—the ebb of the river *Sanguina* uniting here, it runs full seven knots in spring tides.

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Directions for sailing from Quebec, down the River St. Lawrence.

FROM *Point Levy* to *Point St. Lawrence*, the course is E. $\frac{1}{4}$ N.

From *Point St. Lawrence* to *St. John's*, the course is N.E. by E.

From *St. John's* to *St. Francis*, N.E. $\frac{1}{4}$ N. keeping upon the island side, all the way having from 10 to 16 fathoms.

When abreast of *St. Francis*, steer N.N.E. until you bring *St. John's point* a handspike length open with *Dauphin point*; with that mark steer N.E. $\frac{1}{4}$ E. at which time a round rock will be right a-head of you; continue this course until a high hill on the south shore will be just on with the East end of *Rot Island*, at which time the trees on the said island will be just abreast of you, and then steer N. by E. for *Cape Torment*; Keep very near *Burnt Cape*, on account of *Burnt Cape ledge*, that lies opposite to it.

Anchorage on the edge of Burnt Cape Ledge, in 4 fathoms.

East end of <i>Rot Island</i>	-	-	-	-	S. 14° W.
West end of <i>Grasse Island</i>	-	-	-	-	S.
West end of the <i>First Mountain</i> , about a sail's breadth to the East-ward of <i>Cross Island</i>	-	-	-	-	E. $\frac{3}{4}$ S.
Middle of <i>Little Island</i>	-	-	-	-	N. 25° W.
<i>Burnt Cape</i>	-	-	-	-	

REMARKS.

The *Little Hummock*, or rising on the high land of *Coudre*, must never be open of *Cape Maillard*, till you are below *Burnt Cape*, nor all the *Butt*, by any means kept open of *Cape Torment*, if you would keep the channel, which is but $\frac{2}{3}$ ths of a mile wide at *Burnt Cape*.

Bearings taken from the West end of *Little Island*, or *Gooseberry Island*, which lies about N. 55° E.

West end of the <i>Butt</i>	-	-	-	-	S. 77½° W.
<i>Cape Torment</i>	-	-	-	-	S. 85° W.
<i>Burnt Cape</i>	-	-	-	-	N. 69½° W.
<i>Cape Maillard</i>	-	-	-	-	N. 36½° E.
<i>Cape Raven</i>	-	-	-	-	N. 37° E.
<i>Cape Goose</i>	-	-	-	-	N. 52° E.

<i>Neptune Rock</i>	N. 94° E.
The middle of <i>Three-pointed Mountain</i> on the east end of <i>Goose Island</i>	S. 57° E.
The westernmost rock dry	S. 30° E.
The <i>Little Mountain</i>	S. 4° E.
West end of <i>Crane Island</i>	S. 133° W.
East end of the <i>First Mountain</i>	S. 291° W.
West end of <i>Goose Island</i>	S. 46° W.
East end of <i>Rot Island</i>	
West end of <i>Madame</i>	

You must then steer N.E. for *Cape Maillard*, keeping the north shore on board, which is very bold.

From Cape Maillard to go clear of Coudre Spit, N.E. by N.

In sailing from *Cape Maillard* to *Coudre* with the tide of ebb, you must go as near as possible to the point of the shoal which lies off the N.W. end of the island, till you come in 8 fathoms water.

The first of the tide sets directly on *Cape Diable* from this point; so that if you have but little wind you must anchor before you get within 2 miles of the point. At half ebb the tide runs truer through the channel. The moment you get to the eastward of the point (if you intend to anchor) haul up for the meadows, otherwise you will not be able to get in good ground.

The course from *Coudre* to the *Kanonroscus* and *Pilgrims* is N.E. by E.

From the middle of the *Pilgrims* to the *Brandy-pots*, the course is N.E. $\frac{1}{2}$ N.

From the *Brandy-pots* to the *Isle of Bic*, is N.E. by E. $\frac{1}{4}$ E.

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Directions for the South Channel from St. John's Point of Orleans, to the S.W. end of Crane Island, opposite the South River.

THERE is a ledge of rocks lies off the S.W. end of *Madame*, about S. 60° W. from it, and in a line for a point on the south shore; these rocks are very dangerous and dry at low water. To know when you are at the end of it, and that the channel is all clear, observe on the high land by the water side on the south shore, a windmill and three mountains, a great way back in the country (the same three mountains taken notice of for the traverse); when this windmill is brought in a line with the east end of the westernmost of the three mountains, you are just off and on of the west end of the shoal. But as it may be often hazy that the mountains cannot be seen, the windmill will then bear S. 22° E. *St. John's church*, S. 85° W. *St. Francis' church*, N.N.E. *Bellechase islands*, E. 10° S. and the north part of *Rot Island* at out two ships length, open of the north part of *Madame*: Therefore, to be quite clear of the ledge, the windmill should bear S. 30° E. then *St. Valier's church* (which is the next church to the westward of it,) will bear about S. 12° E. and the middle of a little wood by the water side on *Orleans*, N.W. Being below the end of the ledge, going down, a part of *Rot Island* should always be kept open to the southward of *Madame* (as in the north channel *Rot Island* should always be kept quite open to the northward of *Madame*, while you are between the ledge and *Orleans island*); and if you have a fair wind, you may steer away directly for the south part of *Crane island*, the channel being clear and open, until you bring *St. Francis' church* to bear N. 70° W. or the east end of *Rot island*, N. 38° W. for in that direction begins a shoal off the south shore, a little above a point called *Quail point*. This shoal is very wide, and extends half the breadth of the channel of *St. Thomas' church*, and the south river; and to keep clear of this shoal, you should always see a part of the *Goose islands* open to the northward of *Crane island*. The channel is very near *Crane*

n the south shore,
West point of Or-
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own the River

course is E. $\frac{1}{4}$ N.
N.E. by E.
upon the island side, all

bring *St. John's point*
mark steer N.E. $\frac{1}{4}$ E.
; continue this course
h the East end of *Rot*
be just abreast of you,
near *Burnt Cape*, on

in 4 fathoms.

- S. 14° W.
- S.
East-)
E. 3 S.
N. 23 W.

Coudre, must never be
nor all the *Butt*, by any
the channel, which is

, or *Gooseberry Island*,

- S. 77 $\frac{1}{2}$ ° W.
- S. 85° W.
- N. 69 $\frac{1}{2}$ ° W.
- N. 36 $\frac{1}{2}$ ° E.
- N. 37° E.
- N. 52° E.

island; here is every where good anchorage, clay bottom, and in the channel, in most places, 7 fathoms water. The south shore is every where else pretty bold too, and there is deep water very near *Bellchase islands*. In turning between *St. Margaret's island* and the shoal, you may stand to the southward until the *Goose islands* are almost shut in by the N. part of *Crane island*, and to the N. until the *Goose islands* are quite shut in (to the N.) by the south part of *Moiac island*, or until *Canoe island* is almost all open to the northward of *Moiac island*, but not any farther, nor even so far with a large ship. The *Island St. Margaret* is pretty bold, only a few rocks lie off it, and those not far; the farthest off is a single rock off the S.W. end, and therefore it is not proper to come too near the island here. There are likewise some few rocks off *Grosse island*, and not far off *Rot island* is a flat or sand bank, which lies above half a mile into the channel; it is likewise shoal to the southward of *Madame*, but not far off, but as it is bold toward the south shore, it is not proper to come too near those islands. *Crane island* is bold too, and the best of the channel is very near to it. On the N.W. end of *Crane island*, (the *South river falls*, S. 4° E. *St. Thomas' church*, S. 22° W. *Bellchase church*, S. 60° W. west end of *Goose island*, S. 85° 30' W.) a base line of 1 mile was measured to the south part of the island called *La Point au Pain*, or *Bread point*, by which the breadth of the channel and the extent of the shoal off the south river (on the edge of which a sloop was anchored) were determined as follows:

From the west part of *Crane island* to *St. Thomas' church*, 3 miles.

From ditto to the *South river falls*, 3½ miles.

From ditto to the edge of the shoal in a line with *St. Thomas' church*, 1½ mile.

N.B. For a greater certainty of keeping in the channel, you may keep a high mountain (at a pretty great distance on the south shore) in a line with the south part of *Crane island* or *Bread point*. This mountain bears with the said point N. 71° E. and S. 71° W. and then you will have all along about 7 fathoms water and exceeding good holding ground, clay bottom; nor are the tides near so strong as in the north channel.

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Directions for sailing into Shelbourne Harbour, (N.S.)

SHELBOURNE is a safe harbour against any wind, except a violent storm from the S.S.W. At town, the wind from S. by E. does no harm, but from S. by W. to S.W. by S. if blowing hard for any considerable time, it is apt to set the small vessels adrift at the wharves; but in the stream, with good cables and anchors, no wind can hurt you.

Shelbourne light-house is built on the south-eastern end of *St. Knut's island* and forms the western side of the entrance into the harbour. It exhibited lights, for the first time, on the 7th of Sept. 1792. About half way from its base to the upper lanthorn is a small lanthorn, shewing a *distinguishing light*. Generally, it is well attended to, and shews as well as any light on our coast. The light may be approached with safety in the night, from any situation, when it bears from N.N.E. to W.N.W. There is water enough for a first rate Man of War, within a cable's length of the point on which it stands. A vessel going in at night, having got sight of the light and bringing it to bear any way between N.N.E. and W.N.W. ought to run for it until pretty near to it, so as (if it is not very dark) to see or hear the surf on the shore; then leave it on the larboard hand, and still keeping the larboard shore on board until they find by their lead, good anchorage, which will be 4 or 5 miles above the light-house. The bottom is good from the light-house to *Sandy point*, about 8 miles over, a depth of water from 12 to 5 fathoms; a vessel may turn up without meeting any obstruction whatever, except the shore on each side, taking care to keep the lead going, in order to discover the shore soundings, when the weather is so

dark as to hide the land off the shore on both sides. The passage is not more than $1\frac{1}{2}$ mile wide from the middle head of the island (which is about 3 miles above the light on the same side) over to the eastern shore. Coming from the eastward, or seaward, there is a rock, which is seldom, if ever covered with water, called the *Bell* (by some it is called the *Ball*, and others the *Cow*) which bears from the light, E. 20° N. $2\frac{1}{2}$ miles distant. It is bold too, on any side of it, and may be passed at a pistol shot with safety; and a run of 4 or 5 miles N.W. from it, will bring you up to somewhere about the *Middle head*, whence you proceed up channel about N.N.W. to *Sandy point*, off which runs a spit of sand, which must be avoided by keeping further to the westward. This is the only obstacle in the whole passage, and you may anchor in the night below it, as it would not be proper, or even necessary, for a stranger to attempt it, finding such good anchorage before you come to it. After rounding *Sandy point*, the town appears, and you may run up without difficulty.

[*Shelburne* affords an excellent port of shelter to vessels in distress, of any kind, as a small supply of cordage and duck can, almost at any time, be had. Carpenters can be procured for repairing; pump, block, and sail makers also. It affords plenty of spars, and provisions of any kind, in tolerable plenty. Water is easily provided, of an excellent quality.—The port charges for a vessel which puts in for supplies only, is 4 pence per ton, light money, on foreign bottoms. If a vessel enters at the *Custom-house*, the charges are high; that, however, is seldom necessary.]

The following bearings and distances were taken at the Light-house by Commodore George, of the British ship the *Hussar*, the Master, two Lieutenants, and Alexander Cocker, Esq. keeper of the house:—viz.

From the Light house to *Berry's* or *Sunbridge point*, N. 40° E. 2 miles.
 From ditto to *Strapstab rock*, off the above, N. 43° E. 2 miles.
 From ditto to the *Bell rock*, N. 70° E. $2\frac{1}{2}$ miles.
 From ditto to the south end of the westernmost *Ragged island*, N. 84° E. 7 miles.
 From ditto to the easternmost *Ragged island*, N. 86° $30'$ E. $10\frac{1}{2}$ miles.
 From ditto to the S.W. breaker of the *Ragged islands*, S. 81° $34'$ E. 8 miles.
 From ditto to *Cape Negro*, S. 39° W. 9 miles.
 From ditto to the *Jig rock* (which almost always breaks, and lies in shore of the track into *Shelburne*) S. 28° W. $1\frac{1}{2}$ mile.
 Latitude of the Light house, 43° $42'$ $30''$ N.
 Longitude from London, 65° $8'$ W.
 Variation of the compass, 13° Westerly.

Directions to go to the eastward of the island of Campo-Bello, between the said island, and the Wolves Islands.

If you are bound to the river of *Pasamaquoddy* in a large vessel, your best way is to go to the eastward of *Campo-bello*, keeping your course N.E. by E. which will carry you to the *Wolves*, distant about 3 leagues from *Campo-bello*. The *Wolves* lie about E.S.E. from said island, and when the passage between *Campo-bello* and the *White horse* bears W.N.W. you must steer W.N.W. leaving the *White horse* on your starboard hand and keep the island (*Campo-bello*) best on board. The *White horse* is a large white rock, which lies off the N.E. end of *Campo-bello*. You will see a fine harbour, called by

* There are three rivers which fall into *Pasamaquoddy bay*, the largest is called by the modern Indians, the *Scoudick*, but by the *De meins* and *Champlaines*, *Etchemin*. Its main source is near *Penobscot river*. The mouth of the river has 25 fathoms water, and the land is very blue.

the French, *Harbour Delute*, and will leave several islands on your starboard hand when you pass the *White horse*. As you pass here, you will open a large bay to the W.S.W. which is sufficient for 100 sail of the line to lie in. There is very deep water between the *Wolves* and the island of *Campo-bello*, being from 50 to 100 fathoms. Bring *Campo-bello island* to bear S.S.E. or S.E. and you will have 20 fathoms water, where you may anchor and lie safe from all winds. Your course to *Moose island* is W.S.W. distant 2 leagues, where you may anchor in 8 or 10 fathoms, muddy bottom. Here is the best harbour in the United States for making dry docks, as you may have them either on the south end of *Moose island*, or 30 or 40 miles up *Scoudick river*. Common tides rise here 25 feet. At fall and change it is high water at half past 11 o'clock, at *Moose island*.

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*Directions for the Eastern Coast when you fall in with
Grand Manan or Mount Desert Hills.*

THESE places may easily be known from the western coast. *Mount Desert hills* may be seen 20 leagues at sea, and when within 4 or 5 leagues of them, you may see *Skutock hills* bearing about N.N.E. The tide of flood sets here E.N.E. and the ebb W.S.W. but as soon as you are 9 or 10 leagues from the land, the current runs, in general, to the S.W. westward.

If you fall in with *Mount Desert rock*, which lies S. 6 leagues from *Mount Desert hills*, you must observe the tide of flood sets W.S.W. along shore, till you come to the *Fox islands*; but the same flood runs up to the northward into *Blue-hill bay*, *Union river*, and **Isle-au-haut bay*.

The next remarkable land is *Penobscot hills*, which you will see over the *Fox islands*, bearing from the N.W. to N.N.W. of them. When you pass the *Isle-au-haut*, in steering W.S.W. you will leave *Mantinicus islands*, and *Mantinicus Seal islands* to the southward of you. (If at night or thick weather it is advisable to go to the southward of all these islands, unless you are well acquainted.) When you pass to the westward of *Mantinicus islands*, the main passage from sea to *Penobscot bay*, lies about N. by W. If you go into this passage you leave *Mantinicus island* on your starboard and the two *Green islands* on your larboard hand, steering north westerly, 4 leagues, and if bound up the bay, follow your directions for *Penobscot bay*.

If you come in from sea and make the island of *Manheigin*, when it bears N. or N.N.W. it appears like two islands; but when it bears east or west, it appears in one island. *Damiscove islands* lie to the W. by N. of it, which are all bare of trees except the north part. The rocks, called *Buntan ledge*, lie 2 miles from *Damiscove*, S.W. or W.S.W. When you are 6 or 7 leagues off at sea, you will have 70 or 80 fathoms water, with a S.W. current. In general, between *Damiscove* and *Manheigin island*, the flood tide parts and sets E.N.E. to the eastward, and W.S.W. to the westward as far as the island of *Seguine*, and to the northward up to *Broad bay*, *Sheeps cut* and *Keunbeck rivers*, and the ebb sets the contrary way.

Seguine island† is remarkable when bearing east or west. It lies 2 miles from land, but when it bears north, shuts in with it. It may be known by the high land of *Cape small point*, bearing N.W. from it. You have deep water to the eastward of *Seguine*. When you pass to the westward of *Seguine* the tide

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*The *Isle-au-haut* is remarkable land, which makes with a large bay on each side of it, and the highest part of the island is in the middle.

† There is a light-house on this island.

of flood sets strong to the northward into *New Meadows*, and W.N.W. into *Broad sound*, and up to *Portland*, and the ebb tide the reverse. Your soundings, between *Seguine* and *Cape Elizabeth*, are various; at times you have 18 or 20 fathoms, rocky bottom, and within a cable's length you will find 30 or 35 fathoms, muddy bottom.

There are three rocky ledges, that lie about east and west, to the westward of *Seguine*, which are not much wider than a wharf. The land here is all in islands until you come to *Cape Elizabeth*, which cape has a light-house to the N.W. and a wind-mill to the westward, near *Richmond's island*, which is the first wind-mill you see when coming from the eastward.

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Directions from Machias to Passamaquoddy.

When you leave *Machias*, and are bound to *Passamaquoddy*, bring *Grass island* to bear S.W. by W. and steer N.E. by E. distant 9 leagues to *West Passamaquoddy head*. But if the wind takes you to the eastward, there is a good harbour about 2 leagues to the N.E. of *Cross island*. This harbour bears due west from the middle of *Grand Manan island*, and is called the *Little river*, but you cannot see it except you are near the north shore. You must not run in for it, before it bears N.W. or N.N.W. There is a bluff point of rocks on the starboard hand as you go in, and an island in the middle of the harbour. As you pass in leave the island on your larboard hand, and when you have passed it half a mile, you may anchor in 4 or 5 fathoms, muddy bottom, and remain safe from all winds. Your course from this harbour to *West Passamaquoddy*, is N.E. by E. distant 7 leagues. When you come from the S.W. and are bound into *West Passamaquoddy*, you must give the *Seal rocks* a birth of three quarters of a mile before you haul in for the harbour, as there is a whirlpool to the eastward of them. The bay is about one league from this point: it is high water here at full and change of the moon, about half past 11 o'clock.

There is a good bay that lies about W.S.W. from this point, where you may anchor, if the tide does not suit to go over the bar; but if the tide suits, you may proceed, keeping to the westward till the bar bears N.N.W. which course you may steer till you get up to *Allen's island*. In steering this course you will see a house that has two doors in it, on *Allen's island*, which house you must keep open with a little *Green island* which lies in the middle of the passage. When you get over the bar, this house must be brought open to the westward of the island, and you may go on either side of it, as the wind should favour you. If you go to the westward of it, with the tide of flood, and the wind fails you, the tide will carry you into a large bay on your larboard hand. The first island you come to is the *Collector's*, which lies on your larboard hand, and the next to this is *Allen's island*. When you come to the westward of the little island, you may anchor opposite the long house on *Allen's island*, or direct your course N.N.E. distant 3 miles, to *Moose island*. In the passage of *West Passamaquoddy*, the tide sets N.N.W. over the bar, two hours before it rises one foot, and likewise sets S.S.E. two hours before high water. When up as far as *Allen's island*, if you leave it with the tide of flood, steer N.N.E. 3 miles, when you will have the tide against you four hours; and two hours before high water the tide sets S.S.W. till you come down to the *Collector's island*, when it sets over the bar S.S.E. The tide rises here 25 feet. There is a fine cove on the south end of *Moose island*, where a ship of 500 tons may lie, moored head and stern, safe from all winds, but the anchors are very much exposed, with the wind to the eastward or E.N.E.

If you are bound up *Seodick river* from *Moose island*, as you pass *Bald head*, give it a birth of half a mile as there is a large ledge of rocks that lie off from it. When you have passed this point your course is N.N.W. distant 8 or 9 leagues to the *Devil's head*, or *Oak point* (so called) the *Devil's head* you leave on your larboard hand, which is very high land and may be seen 10 or 12 leagues. Your course from said head is W.N.W. 1 league, when you will come to a large ledge of rocks that you must leave on your larboard hand, which is bare at 2 hours ebb, and extends half way across the river. Keep your starboard hand on board, and when you pass this ledge your course is W.S.W. distant 1 mile to *Pumroy's point*, and from said point to the harbour your course is N.W. by N. distant 3 miles, and the next reach to the *Falls* is W.N.W. distant 1 mile; the tide flows here 25 feet, and there are only 6 or 7 feet in the channel at low water, with long flats of mud on both sides.

There are several good harbours on the west side of this river, and all the difficulty is the great depth of water, which is in general from 18 to 24 fathoms. There is also a good harbour on your starboard hand, going into *Deer island*, which lies to the southward of *St. Andrews*, 2 leagues distant.—It may be easily known, as there is a large bay between the two islands, which lies N.E. from the *River St. Croix*, 3 leagues distant. *St. Croix* lies in lat. 43° N.

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Directions from Mount Desert to Goulsborough & Machias.

IN going from *Mount Desert rock* to *Goulsborough*, you must steer N.N.E. for *Skutock hills*, which lie to the N.N.E. of that port, and are remarkable from any hills in the eastern country. Keeping your course N.N.E. about 4 leagues you will pass *Trenchman's bay* which you leave on your larboard hand. You will see three islands which lie in the mouth of the harbour; you must leave them on your larboard hand, and go in the eastern passage. In standing in for this place you will see a small island, called *Teitmenan's island*, which you leave on your starboard hand. There is a bar that runs from the shore to this little island, which is about one league from the land, and has a few bushes on it. This bar is covered at high water, but bare at low water. If you are bound to *Machias* or *Passamaquoddy*, your course from *Mount Desert* is E.N.E. distant to *Machias* about 17 leagues. In steering the above course and distance, you pass by nothing but islands on your larboard hand, with inlets and sundry good harbours, pleasant rivers, *Moose Peck reach* and *Chandler's river*, which are all good harbours, but too intricate to be described for strangers to attempt it with safety. If you cannot steer your course as above directed, in standing to the E.N.E. there are three low islands to the S.W. of *Grand Manan island*, which lie due S.E. from *Machias*, distant 4 leagues, which you must be careful of in the night. You may see the island of *Grand Manan* 2 or 3 leagues before you come to it, and when it bears N.E. these islands run S.W. from *Grand Manan*, about 2 leagues distant, and in thick weather if you make these islands, you may run for *Machias*, bringing said island to bear S.E. and then run N.W. for the entrance of *Machias*; or if you make the S.W. end of *Grand Manan*, bring it to bear E. by S. and steer W. by N. for *Machias*, 5 leagues distant, and when you have passed *Cross island*, which you leave on your starboard hand, you may steer north. In steering this course you will leave a large white rock on your larboard hand, and if you do not want to go into *Machias harbour*, you may haul to the westward. After you have passed this rock about half a mile, bring a high round island that is covered with

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 † There are five of these hills, and at a distance they appear round.

trees to bear north, when you may anchor in 4 or 5 fathoms, muddy bottom. This is called *Jones' harbour*, but if you mean to go up to *Machias*, you must keep your course north till you pass a round high island on your larboard hand, when you may shape your course W.S.W. or W. by S. for a point that is covered with young birch trees, and a house on it, for on the starboard hand there is nothing but flats and shoals; you may keep your larboard hand after you pass this house until the river opens to the northward, when you may run up to *Cross river*, where you may anchor in 4 fathoms; but if you are bound up to the S.W. mills, you must haul away to the westward. When you get up with Mr. Parker's house and barn, which are on the starboard hand, you must leave the barn open to the south westward of the *Pott head*: This *Pott head* is a large hill that you leave on your starboard hand.

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Directions from Long Island to the south west Harbour of Mount Desert.

YOUR course is N.E. or N.E. by N. distant 5 leagues. You must leave the two *Duck islands* on your starboard hand and three islands on your larboard hand. It is not safe for a stranger to run here in the night, as there is a large ledge that is covered at high water and bare at half tide. You leave this ledge on your starboard hand, which is about 1 mile from the harbour. There is a long ledge on the larboard hand which runs off half a mile, but there is a good turning channel between them. The S.W. passage is not fit to enter with a large vessel at low water, but at high water you may enter with any vessel, keeping nearest the starboard hand as you go in, for there is a long point that lies about half a mile off from the larboard hand. Off this point you will find 6 or 7 feet of water at low tide. When you pass the point on your larboard hand, you have the harbour open, and must bear up N.W. or W.N.W. and anchor well up the harbour, in 5 or 6 fathoms, muddy bottom, where you may lie safe from all winds. If you are in a large vessel and make the *Isle-au-Haut*, bring said island to bear W.S.W. and steer E.N.E. 10 leagues, which course and distance will carry you up the eastern passage going into *Mount Desert*: You must leave all the islands to the northward, and go to the northward of *Mount Desert rock*, which lies E.S.E. from the *Isle-au-Haut*, S.E. from *Long Island*, and S. from the *Duck islands*. When you bring the harbour to bear W.N.W. you may steer directly in, for you may go about with a first rate man of war in this passage. You may steer in this channel, with a fair wind, from W.N.W. to W. by N. till you come to *Tangle's island*, which lies about 1 league up the harbour and makes the starboard hand of the river that runs from the N.E. Be careful of this island, as there is a sunken ledge of rocks a-breast of it, near half a mile off. The river above mentioned has water enough for any ship to go in, and is a safe harbour.

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Directions for sailing through Fox Island passage.

WHEN bound from the westward and intend going through *Fox island* passage, bring *Owl's head island* to bear W. by S. and then steer E. by N. from

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Owl's head, a head land on the west side of *Penobscot Bay*, in the District of Maine. It has a good harbour on the larboard hand as you go to the eastward. The harbour makes with a deep cove, has 4 fathoms water, and a muddy bottom. It is open to the E. by N. and E.N.E. winds; but in all other winds you may lie safe. The tide of flood sets to the eastward, and the tide of ebb, S.W. through the *Muscle Pidges*.

Owl's head, 4 leagues distant. If you have a head wind and are obliged to go into the mouth of the bay, be careful of a ledge of rocks that bears from *Crab Tree point* S.W. or S.W. by S. distant 4 or 5 miles. This passage has rocks on both sides. *Crab Tree point* is on the larboard hand. It is on the northern *Fox island*, and there is a long point of rocks near 1 league to the S.W. of it. This passage is not fit to enter in the night, unless you are well acquainted. When you get in, bring *Crab Tree point* to bear W. by S. and steer E. by N. about 3 leagues, which will bring you to *Young's narrow*. In steering this course you will make two large bare rocks, called the *Sugar loaves*, which you may go on either side of, but to follow your directions, you must leave them on your starboard hand, and also be careful of a ledge that lies about north one third of a mile from them. The entrance to *Young's point* is narrow at low water, off which lies a ledge of rocks which are covered at high water. There is also a quantity of sunken rocks at the larboard hand, near a mile to the W.N.W. which lie off the *Dumplings*. These *Dumplings* are three islands which you leave on your larboard hand. Your course in this passage is E.S.E. and W.N.W. keeping your starboard hand on board. When you pass this point on your starboard hand, you must keep your starboard hand on board, and steer E.S.E. about 2 miles, when you will make *Deep cove* on your starboard hand, which lies to the eastward of a very high bluff of rocks. If you have neither cables nor anchors, you may run into said cove, or secure your vessel with the main or fore sheet, or come to anchor in 7 fathoms water, off the said cove. There the flood meets, one from the W.N.W. and the other from the E.N.E. which makes an eddy against this cove and high land: here you may ride safe with any wind. When you leave this place, and are bound to the eastward, you steer E.S.E. and keep your starboard hand on board till you come up to a clear spot of land where the trees have been cut off. As soon as said spot bears W.S.W. you steer E.N.E. for the middle narrows. When you draw near the narrows you will see two large white rocks in the middle of the passage, unless at high water, at which time they are covered about one hour, but may be seen at all other times of tide. You may go on either side, but the deepest water is at the southward of them. Continue your course E.N.E. about 1 league, when you must keep your starboard hand on board as there are several sunken rocks and ledges on your larboard hand which are covered at high water. You will make the eastern narrows on your starboard hand, and as soon as you bring it to bear S.S.E. you may run through, where you will have a fine harbour which is safe to ride in with all winds except at E.N.E. but you may remain in the west passage with the wind at E.N.E. or anchor at the northward of a bare island, that you will see on your starboard hand as you go back to the westward. When you pass the eastern passage of *Fox island*, you must steer E.N.E. about 4 miles, which course will carry you into a large bay that lies between *Fox island* and the *Isle-au-Haut*. This bay lies north and south, and about four leagues east and west. When you get into this bay from the above mentioned passage, and are bound to the eastward of *Isle-au-Haut*, you may steer E.S.E. 6 leagues, which course will carry you to the southward of the *Isle-au-Haut*.

[N.B. When you come from the westward and pass the island of *Manhegin* and the entrance of *Pepawscot bay*, you may steer E.N.E. which course will carry you between the *Fox islands* and *Alanticus islands*, leaving all the *Fox islands* on your larboard hand: but bring the *Isle-au-Haut* to bear W.N.W. and steer E.N.E. 7 leagues to *Long island*, which you leave on your larboard hand. If you are bound to *Blue hill bay* or *Union river*, as soon as you pass *Long island*, you will open a large sound to the N.N.W. which course you are to steer 7 leagues, when you will be up with *Robertson's island*, leaving the

*Ship and Barge on your larboard hand. *Robertson's island* is the only island near that place that has a house on it. The south part of the island is clear of trees, on which the house stands. When you come near the south part of the island, give it a birth of three quarters of a mile, as there are several sunken rocks off said point. When you bring this island to bear from S.W. to N.W. you may anchor in 6 or 7 fathoms water, muddy bottom; but if you are bound to *Blue hill bay*, you may stand to the northward direct for the *Blue hills*, which you may see 10 or 15 leagues off. If you are bound for *Union river*, you had better take a pilot at *Robertson's island*, for it is not fit for a stranger to go without one.]

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Directions from Tennant Harbour to the Muscle Ridges.

IN sailing from this harbour you may steer E. by N. 1 league to *White head*, but be careful not to haul in for it till it bears N.E. as there is a large ledge of rocks bearing about W.N.W. from said head, 1 mile distant; but within it, a pistol shot from the shore, is safe navigation. There is a good harbour called *Seal harbour*, on your larboard hand as you pass this head, (bound to the eastward,) where you may lie safe from all winds. In going in you must give the larboard hand a birth as there is a sunken ledge, which extends about two thirds across the mouth of the harbour, that breaks when there is any sea, unless at high water.

Your course from *White head* is N.E. to *Ash point*, or island, 1 league distant, which has a large rock to the S.W. of it, about half a mile distant, which you must leave on your larboard hand. It is not in the way except you are obliged to go about. When you haul round this island, give it a small birth, and steer N.N.E. or N.E. by N. for the *Owl's head*, leaving two islands on your starboard hand; but when you draw near the larboard shore, you steer about E.N.E. for the *Owl's head*, which has a good harbour on the larboard hand as you go to the eastward. This harbour makes with a deep cove. You may bring a rocky point that lies on your starboard hand to bear N.E. and a ledge of rocks that lie without said point to bear E.N.E. and anchor in 4 fathoms, muddy bottom.

This harbour is open to the wind at E. by N. and E.N.E. but in all other winds you are safe. The tide of flood sets to the eastward, and the tide of ebb S.W. through the *Muscle ridges*.

If it is night when you come to *White head*, you had better not attempt going through the *Muscle ridges*. Your best way is to go by *Two bush island*, which you must leave on your starboard hand, keeping your course E.N.E. or N.E. by E.

If you are in a large vessel, your best way is to go in this passage, as it is the most safe. You must follow your course, as above directed, about 2 leagues, when you will have *Penobscot bay* open, and then you may direct your course to either side of *Long island*. If you go to the westward, your course is N.N.E. to *Great Spruce head*, which having passed 7 leagues, your course is N.E. by N. 5 leagues to *Old Fort point*. In steering said course, you will leave *Belfast bay* and *Brigadier's island* on your larboard hand, which island

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*The *Ship* is an island that has three trees on it, and appears like a ship at a distance, and the *Barge* is a dry rock which appears like a barge.

†A light-house has been erected on *White head*, and was first lighted in July, 1804.

‡This island, called *Two bush island*, is a round barren island and has but one bush on it; but formerly had two.

has a good harbour, and if you mean to go into it, you must leave it on your larboard hand and steer in about N. or N. by W. You may run up above this island and anchor on the starboard hand, if the wind is to the eastward; but if to the westward, or S.W. you must not. There is a bar that lies from this island to the main land, which is covered at high water. There is also a good harbour to the westward of this island, called *Long cove*. If you turn into either of these harbours, you must be careful of some rocks that lie to the southward of this island, more than half a mile from the main land. But in going into *Penobscot*, proceed as above, and keep your larboard hand on board. When you pass this island for the *Old Fort point*, which has no trees on it, you must observe, before you come to it, that a large ledge of rocks lie about three quarters of a mile to the E.S.E. of it, which is covered at high water, but bare at half tide. You may go within a cable's length of *Old Fort point*, in smooth water. These rocks may be discovered when the wind blows.

If you are bound up *Penobscot river* from *Old Fort point*, with the tide of ebb, and the wind a-head, you may make a good harbour in the east river, which lies about E.N.E. from *Old Fort point*, about 1 league. This river lies to the south-westward of *Orphan island*, in which place you will lie safe from all winds, and anchor in 6 or 7 fathoms, good holding ground. *Orphan island* is a large island, which you are to leave on your starboard hand, and sundry rocks on your larboard hand, which are above water. When you pass *Orphan island*, you may anchor to the N.W. of it, on the starboard hand, as you go through; but if wind and tide are in your favour, you may proceed up to *Marsh bay*, keeping the larboard hand best on board. *Marsh bay* is about 2 leagues from *Orphan island*. When you pass *Marsh bay*, you may keep in the middle of the river, and you have neither rocks nor shoals until you get up to the falls. You have no particular course in going up this river, but may sometimes go to the westward of N. and sometimes to the eastward of N.

When you enter *Penobscot bay* and are bound to the eastward of *Long island* you must steer N.E. by N. leaving *Long island* on your larboard hand, which course will carry you up to *Castine*. If you intend going into this harbour, as soon as it bears E.N.E. you may run in, steering E.N.E. keeping the middle of the channel until you pass the first island, giving it a birth of half a mile, then haul to the southward until the island bears W.S.W. when you may anchor in 8 or 10 fathoms, muddy bottom, and lie safe from all wind.

In going into the harbour of *Castine*, you leave three islands on your starboard hand, but if you are bound up *Penobscot river*, you must steer north, leaving the ledge of rocks of the *Old Fort point* on your larboard hand, then follow the same directions you have for running into *Penobscot river*, which will carry you up to the *Falls*. The tide ebbs and flows, at full and change, about 10 or 11 feet.

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Directions from Pennequid Point to Bass Harbour.

WHEN you pass *Pennequid point*, bring it to bear W.S.W. and steer E. N.E. 3 leagues, which course and distance will carry you into *George's river*. In steering this course, you will pass *New harbour ledges*, on which are 5 feet at low water; these ledges lie one league from *Pennequid point*, and are left on your larboard hand. Continuing your course will carry you between east and west *Egg rocks*, leaving *Franklin's island* on your starboard hand; but be careful not to go to the northward of said course, for there are several sunken ledges to the westward of the *Egg rocks*, which you leave on your larboard hand. But if it should be in the night, and you are to the eastward of *Damis-*

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When you go out of this harbour, and bound to the eastward, be careful and give the larboard hand a good birth, for there are two ledges of rocks on the same hand of the eastern point, which are under water, and lie off about a cable's length. When you are clear of these ledges, you may steer E. by S. or E.S.E. one mile to a barren island, which you leave on the larboard and 3 or 4 islands or ledges on the starboard hand. When you pass these ledges and *Musquito islands*, if bound to *White head*, you may steer N.E. by E. 2 leagues, and when you bring said head to bear N.E. run for it, but when you pass the S.W. *White head*, leave it on your larboard hand, and be careful of a sunken rock that lies S.E. from the eastern *White head*, about one cable's length distant. Your course through to the eastward is N.E. and to the westward S.W. keeping near the middle of the passage. Before you come up with *Ash point*, you must be careful of a sunken rock, which lies off the point about one third of the passage, which has not more than 6 feet of water at low water. But if you should go through this passage in the night, keep *Potatse island* (which is right against *Ash island*, about S.S.W. from it, and bare of trees, which you leave on your starboard hand) best on board. When you pass *Potatse island*, and are bound into *Owl's head*, your course is N.N.E. about 2 miles, which will leave two islands on the starboard hand. When you open the passage to *Owl's head*, and bound to *Edgemacoggan reach*, your course is N.E. by N. till you pass the *Lime islands*, which you leave on your larboard hand. Continue said course till you make a large bare rock on your starboard hand, and a little round island to the eastward, on the same hand, which is covered with trees. Continue your course to the N.E. and you will make a large island on your starboard hand. When you pass this island, you have the passage opened to *Buck's harbour*; continue your course N.E. till you pass by all the islands, to the southward and northward. In the day time you may see *Blue hill* bearing E.N.E. over all the land. This passage is safe to go through with a first rate man of war.

When you come within 2 miles of the *Reach*, you will make a small island on your starboard hand, which has a sunken rock to the northward of it. Your safest way is to keep the middle of the passage, as there is a sunken rock or

* *Caldwell's island* lies on the east side of *George's river*, about $9\frac{1}{4}$ miles from the entrance of the river; it is a high round island, covered with trees.

† *Capt. Henderson's house* is white and his store red, and both lie on the larboard hand.

ledge on the larboard hand, that lies E. by S. from an island which you leave on your larboard hand, about half a mile distant.

If you want to make a harbour, you may go into *Buck's harbour* by a N.E. or N.E. by N. course. When you come into this harbour (which is 12 leagues from *Owl's head*) you must leave an island, covered with young birch trees, on your starboard hand, steering N.N.W. and when you get to the northward of said island, you steer E.S.E. till you bring it to bear S.S.W. where you will be land locked from all winds, in 4 or 5 fathoms, soft bottom.

When you leave *Buck's harbour*, and bound to the eastward, you steer S.E. till you come to a large rock and four islands, which you leave on your larboard hand, keeping the said rock and islands best on board, for there is a sunken ledge that lies S.S.W. from them. You will make a black island on your starboard hand, with burnt trees on it. This ledge lies N.N.E. from said island, near the middle of the passage, but keeping the eastern shore best on board, you will go clear of it. When you have passed this ledge, you leave two islands on your starboard, and two or three on your larboard hand. Continue your course to the S.E. till you make two islands, between which and *Buck's harbour* the course is S.E. and N.W. 6 leagues. To the eastward you may go between both islands, steering E. by S. 1 league, which course will carry you up with *Trum cap*, which island has a bar of rocks, that lies near half a mile to the northward; but if you have a head wind, and are obliged to turn through, you will observe the channel is 2 miles wide to *Channel rock*, which is always above water.

When you leave this *Trum cap*, steer E. by S. which will carry you between the *Ship* and *Barge*, and three islands which you leave on your larboard hand, which are covered with large rock-maple trees. The *Barge* is a bare rock, which you leave on your starboard hand; but there is a rock about a cable's length to the northward of the *Barge*. Continue your course E. by S. for *Bass harbour*, distance, from *Trum cap*, 5 leagues; but you must have some regard to the tide of ebb, which sets very strong to the S.S.E. and the tide of flood to the N.N.W. If you are bound into *Bass harbour*, you keep *Rich's point* within a cable's length, which point you leave on your larboard hand for there is a large ledge of rocks that lie off about half a mile, which is bare at half tide, and bears S.E. from *Rich's barn*, and S. by W. from the entrance of *Bass harbour*. You give the larboard hand a good birth in going to *Bass harbour*, in entering which you must give both sides a birth, for at low water it is shoal. When you get into this harbour, anchor on the larboard hand, with a cove to the westward of you, in 3 or 4 fathoms, muddy bottom.

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Directions from Bass Harbour.

WHEN you leave this harbour bound to the eastward, steer out S.W. till you bring *Bass harbour bar* to bear S.S.E. then run S.S.E. keeping the larboard hand best on board. This bar has not water enough for a loaded vessel before half tide; but a light vessel may go over at low water, keeping the larboard hand best on board. When you get over this bar, you steer E. by S. till you bring the S.W. entrance of *Mount Desert* to bear N.E. then you may run N.E. leaving *Cranberry island* on your starboard hand. But this passage is shoal at low water, and not fit for loaded vessels to go through, but at full tide there is water enough, keeping the middle of the passage. Continue your course to the N.E. till you pass *Cranberry island*; then you may steer E.S.E. and anchor between the two *Cranberry islands*, where you will be safe from easterly or S.W. winds. You may lie in from 4 to 7 fathoms, good holding ground.

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When you leave this port, bound to the eastward, you steer E. by S. till you get up with *Baker's island*, which lies to the eastward of the *Cranberry islands*; then you steer E. by N. 4 leagues, to *Scoodock island*. When you pass said island, and are bound to *Goldsbrough*, you must steer N.E. about 5 leagues, and keep that course till you bring *Goldsbrough harbour* to bear N.N.W. then you must leave three islands on your larboard, and one on your starboard hand, and run into the harbour, where you may lie safe from all winds, and anchor in 5 or 6 fathoms.

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Directions for Dyer's Bay, &c.

THIS harbour lies a little to the eastward of *Goldsbrough*. When you make *Titmanan*, bound to *Dyer's bay*, leave *Titmanan* on your starboard hand, and steer north for the eastern head. You leave a large dry rock on your larboard hand, which when you pass, you will see a small island, covered with trees, which you leave on your starboard hand, then haul round said island, where you will be safe from all winds.

Goldsbrough lies N.N.W. from *Titmanan*, 1 league distant.

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Directions from Scoodock Island.

WHEN you come from the westward, and bound to *Titmanan*, you pass *Scoodock island*; steer E.N.E. from *Scoodock island*, 5 leagues, to *Titmanan*.

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Directions from Titmanan to Ladle Island.

WHEN you pass *Titmanan*, bring it to bear S.W. and steer N.E. about $4\frac{1}{2}$ leagues, which course will carry you to *Ladle isle*. This isle has a remarkable appearance, being formed exactly like a ladle, and has a large black rock to the S.W. a little distance from the island. You may go any side of this island, but the best channel is to the S.E. of it.

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Directions for Cape Splitt Harbour.

WHEN you pass *Titmanan*, bring it to bear S.W. $\frac{1}{2}$ S. and steer N.E. $\frac{1}{2}$ N. for *Cape Splitt*, distance 5 leagues, which course will carry you safe into the harbour. In steering said course, you will make a black rock, which you leave on your starboard hand, distance 1 mile from *Cape Splitt*. This harbour is safe from all winds but S.W. which blows right in; but if you anchor in a cove on the starboard side, and moor N.W. and S.E. you will lie safe from all winds.

Directions for Pleasant River.

WHEN you come from the westward, and bound to *Pleasant River*, in passing by *Titmanan*, bring it to bear S.W. by S. and steer N.E. by N. 5 leagues distance. In steering said course, if it is clear weather you will see Capt. *Wasses'* house open between the island and main land; but this passage will not do at low water. You must leave this island (and a high dry ledge of rocks that lies to the westward of the island) on your starboard hand; when you pass the bare ledge, you will see a bare isle, which you leave on your starboard hand; then you may haul up for Capt. *Wasses'* house and anchor, and take a pilot for *Pleasant river*, as it is not safe going without one, except you are well acquainted.

Narrow-gauges is one mile to the westward of *Pleasant river*, too difficult to be described, as there are sundry small islands at the mouth of the harbour or bay. The best way for a stranger is to go into *Cape Splitt harbour*, and get a pilot, as there is no difficulty in going into *Cape Splitt* in the day time, keeping the larboard hand best on board.

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Directions for Moose Peck Reach.

WHEN you come from the westward, and pass *Ladle island* on your larboard hand, steer N.E. by N. for *Tibbet's island*, which you leave on your larboard hand. When you come to the east end of said island, give it a good birth, for at low water there is a ledge of rocks that lie a cable's length to the S.E. of said island. When you pass this island, and bring *Moose Peck reach* open, you may steer east for Mr. *Beal's* house, but you must keep the starboard hand best on board, for there is a rock that lies about the middle of the sound, which has not above 2 feet of water on it at low water. You may anchor to the westward of Mr. *Beal's* house.

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Directions going through Moose Peck Reach.

WHEN bound to the eastward, over *Moose Peck bar*, which you must not cross before two hours flood, you steer for *Kelly's* coffee-house, which lies on the larboard hand as you go to the eastward. When you are entering on the bar, you will bring a bushy tree right against *Kelly's* house, which stands on the point. Your course over the bar is east. You leave the *Virgins' breasts* on your larboard hand; but if you are bound to *Chandler's river*, you will leave the *Virgins' breasts* on your starboard hand, and *Rogue's island* on the same hand. There is a muddy bar that lies between *Rogue's island* and the main land, but has water enough on it at two hours flood. *Rogue's island* has a good harbour at the N.W. of it, safe from all easterly winds, and a small distance from *Chandler's river*.

When you go over *Moose Peck bar*, bound to *Machias*, you leave the *Virgins' breasts* on your larboard hand, keeping your course east, and *Ragged-arse* on your starboard hand, you must keep *Libby's island* open to the southward of *Ragged-arse*. [N.B. This *Ragged-arse* is a bare rock, which you leave on your starboard, but you may leave it on your larboard hand, and steer E.S.E. for *Libby's island*.]

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* Mr. Kelly's house lies on the N.E. part of *Moose Peck reach*.

Directions for sailing into George's River.

WHEN bound from the westward to *George's river* you must go to the southward of *Damiscove islands*, and steer N.N.E. 3 leagues for *Pennequid point*; and when said point bears W.S.W. you must steer E.N.E. 3 leagues for the river. In steering the above courses, you will see *Franklin's island* on your starboard hand, which appears round and covered with trees; but before you come up with said island you will make the western *Egg rock*, which is high, and may be seen 2 or 3 leagues distant, and must be left on your larboard hand. When you come near this rock, you will see the eastern *Egg rock*, which is a dry rock on your starboard hand, but you may continue your E.N.E. course without danger. If you have a head wind and are obliged to turn to windward, you must not, after passing *Pennequid point*, stand to the northward of the western *Egg rock*, as there are two sunken ledges, called *New harbour ledges*, between the said point and rock, which you must leave on your larboard hand. These ledges are never bare, but at low water, with the wind to the eastward, the water breaks over them very high. After you have passed *Franklin's island*, steer E.N.E. about 2 leagues, keeping in the middle of the river, which course and distance will carry you in sight of *Capt. Henderson's house and store*, (the house is white and the store is red,) together with a small wharf on your larboard hand, close to the river. After you have passed this house, you must keep the starboard shore best on board, as there is a ledge of rocks on your larboard hand extending two thirds across the river. You will also see two small houses and two barns on your starboard hand, which you may run within a quarter of a mile of.

In running up or down this river, you must not shut in *Capt. Henderson's house* with the north shore, until you have passed the above mentioned ledge.* When you are up with a large broad cove on your larboard hand you may be certain you are to the eastward of the ledge, and you will be also in sight of 3 large buildings, the largest of which is a spacious house built by *Henry Knox, Esq.* When said house bears N.N.E. you may steer N.E. by N. and run said course till within a musket shot of it. The best time for a stranger to go up this river is at low water, as it is very crooked and the flat on each side can then be seen. The river runs from *Franklin's island* from E.N.E. to N.E. by N. about 5 or 6 leagues distant.

N.B. When you go to the eastward of *Damiscove island*, you bring *Seguine light-house* to bear W.S.W. and steer E.N.E. for *George's river*.

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Directions from Townsend to Manheigin.

WHEN you take your departure from *Squirrel island*, you steer E.S.E. for the island of *Manheigin*, keeping that course until the passage between *George's islands* and *Manheigin* bears N.E. You may then steer N.E. for *White head*, leaving *George's islands* (which are three in number) on your larboard hand. The eastern island has no trees on it. There are two dangerous rocks bearing due south from the middle of the middle island, called the *Old Man* and the *Old Woman*, which are bare before low water. They lie about one mile from the shore, and at high water, when the wind blows off the land,

*The best marks to clear this ledge are to shut in *Caldwell's island* with the eastern part of *McCobb's narrow*.

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they do not appear. If you are bound to the eastward, and the wind should take you a-head, when you are between *Manheigin* and *George's islands*, you bring the middle of *Manheigin* to bear S. and run in N. which course will carry you between the eastern *George's island* and the middle island. You may run as near as you wish to the eastern island, but the middle island has a ledge of rocks that lie to the eastward of it, which are always dry, which you are to leave on your larboard hand. When you get to the northward of this island, you must haul to the westward and run up between it and the western island, so as to bring the body of the middle island to bear N.E. of you. Here you moor your vessel if you stay any time.

If you are bound to the eastward from this island, you may go to the northward of the eastern island, but you must be careful of a ledge that lies to the eastward of said island, which you must leave on your starboard hand; and when you bring *Manheigin* to bear S.W. you may go N.E. If night should come on, or the wind a-head, you may haul up about N.E. by N. for *Tenant's harbour*, which lies about 3 leagues from *George's islands*. You cannot miss this harbour in the day time. You will make *Musquito harbour*, which lies between two islands covered with spruce trees. The entrance of the harbour is north. When you have passed this harbour, you will run about two miles, keeping your course N.E. by N. when you will pass by an island with burnt trees on it, which you leave on your larboard hand, and two islands on your starboard hand, which also have burnt trees on them; then you must bring the harbour to bear W.N.W. before you enter. This is a good harbour provided you have neither cables or anchors, as you may save your vessel by running up to the head of it, on muddy bottom, which will be dry at low water.

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Directions for Townsend Harbour.

IF you come from the westward and make *Seguine island*, you must leave it on your larboard hand, give it a birth of about half a mile, and steer N.E. about 2 leagues, which course will carry you to *Squirrel island*; if it is day time, you will see two large rocks (called the *Cuckolds*;) on your larboard hand, to which you give a small birth, and when you pass them you will make *Squirrel island*, which you leave on your starboard hand directing your course N. $\frac{1}{2}$ W. about 4 or 5 miles. The entrance of *Townsend* is narrow, and there is a small rocky island that is very low which you leave on your starboard hand; then you may haul to the N.E. or N.E. by E. but in a dark night and thick weather I would recommend to anchor under the lee of *Squirrel island*, where you may make a good harbour with any wind that blows, as you may go round this island with any vessel whatever; but in the day time there is not the least danger in going in, only follow the above directions and you may anchor in the N.E. or the S.W. side, but the N.E. harbour is the best and safest with all winds. In going to the N.E. harbour you will leave a small island on your larboard hand, which bring to bear S.W. and you will be safe from all winds, and if you lose your cables and anchors you may run your vessel up to the head of the harbour.

If you fall into the eastward and make the island of *Manheigin*, bring it to bear E.S.E. and run W.N.W. for *Townsend*, 5 leagues distant. In running to this harbour from the eastward, you leave all *Damiscove islands* on your larboard hand. The harbour is bold, but you must be careful if you should go about, not to stand too near the starboard hand, which lies near *Damorisotti river*. When you pass *Fisherman's island*, you continue your course W.N.W. for the middle of *Squirrel island*, which you will make right a-head as there

AT several ledges of sunken rocks on your starboard hand. When you pass *Damorisotti river*, you may go within a quarter of a mile of *Squirrel islands*, but with a fair wind give it a birth of half a mile and then steer N.W. for the harbour, and follow the directions you have for going into the harbour of *Townsend*, where you may lie safe from all wind.

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Directions for Kennebeck and Sheepscut Rivers.

IF you come from the westward, bring *Cape Elizabeth* to bear west, and steer east for *Seguine island*, 10 leagues. If you are bound into *Kennebeck river*,* you must steer E. $\frac{1}{2}$ N. and leave *Seguine island* on your starboard hand giving it a birth of about half a mile, and as soon as you bring said island to bear south, you steer due north, which course will carry you into *Kennebeck river*. You must have regard to the tide, for the tide of ebb sets out very strong due south, right on *Seguine island*, therefore if you have not a good breeze of wind you cannot stem the tide, as it sets 4 or 5 knots an hour. When you come into the entrance of *Kennebeck river*, your course is N.W. to the *Sugar loaves*, a quarter of a mile distant. Leave the *Sugar loaves* on your starboard hand, from which your course is N.N.W. 2 miles to *Cock's head*; this *Cock's head* is a very high bluff of rocks which you leave on your larboard hand; but be careful of a shoal flat that lies on your starboard hand, before you come to *Cock's head*. Keep nearest to the starboard shore. In case the wind and tide should be against you, you may anchor to the southward of *Perkin's island* which lies on the starboard hand, where you may lie safe after bringing the island to bear north of you; but with a fair wind and tide, you may proceed to *Parker's flats*, which lie a little above *Cock's head*. This river is not to be attempted above *Parker's flats*, on account of the strength of the tide and crookedness of the channel, unless you are well acquainted, or have a pilot.

If you are bound to *Sheepscut river*, from the westward, and make the island of *Seguine*, you may leave the island on your starboard hand, give it a birth of half a mile, when you pass it to the eastward you must bring it to bear S.W. by S. and steer N.E. by N. which course will carry you to *Ebenicook harbour*, distant 3 leagues, leaving three dry ledges on your starboard hand, and one on your larboard; this harbour is very narrow at the entrance, but makes a large bason when you get into it; in the entrance it lies E.N.E. You cannot get in here with a N.E. or easterly wind, but must have the wind south or westerly; after you get into this harbour you must haul up N.E. or N.E. by N. for there are several sunken rocks on the starboard hand as you go in, which you are to avoid. The best anchorage is against *Capt. Smith's wharf*, where are 4 fathoms, muddy bottom; and you will lie safe from all winds. But if you are bound up *Sheepscut river* in a large vessel, and come from the westward, you must go to the southward of *Seguine island*, steering about N.E. or N.E. by E. 1 league, and when the river bears north, or north a little westerly, you may run north, and must keep the starboard hand best on board; there are many rocks and ledges, some of them above, and some under water, which are all to the eastward of *Seguine*. When you get up as high as *Ebenicook* you leave the two *Mark islands* on your larboard hand, keeping your course north, a little easterly, but if you only come here to make a harbour, when you get up to

* This is one of the principal rivers in the District of Maine. Thirty miles from the Chops, *Seguine island*, 7 miles long, divides the water of the river, on both sides of which it is navigable but the channel on the east side of it is most used.

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Capt. *Hodgson's* you will see a bare ledge on your larboard hand, if it is low water, which is covered at high water; you may anchor in 8 fathoms to the northward of it.

If you want to go up to *Wiscasset point*, you must keep your starboard hand best a-board, north easterly, till you come to *Cross river*, which you leave on your starboard hand. You will not attempt to go up to *Wiscasset point* with a head wind and tide of ebb, for it is 3 leagues from *Cross river*; but when you have a fair wind and tide, you may proceed without fear. This river is narrow and lies more to the westward; when you are about a mile or a mile and an half up, you must keep your larboard hand best on board, for there is a ledge of rocks which reaches near half way across the river, which is on your starboard hand, and the rock near the middle is covered at high water, but may be seen two hours before. The river runs strait to *Decker's narrows*, then turns round to the westward: when you enter these narrows you may see the town. In case you should go up in the night, you must be careful of two large rocks that lie W.S.W. of these narrows; the tide of flood sets very strong for them, and they are never covered; you may go on either side of them, and may anchor in 10 or 12 fathoms water, muddy bottom.

It is high water here, at full and change of the moon, about three quarters of an hour sooner than at *Boston*.

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Directions for sailing into New Meadows.

THIS river bears N.E. 8 leagues distant from *Cape Elizabeth*, and about one league from *Small point*. If you should fall into this bay with the wind at S.E. or S.S.E. and bound to the eastward, you may make a good harbour in the above river. In standing to the northward you will have a large round island on your starboard hand, covered with spruce trees, together with two large rocks, one called the *Brown Cow*, and the other the *White Bull*, which are some distance from each other. You must leave the *Brown Cow* on your starboard, and the *White Bull* on your larboard hand, the latter of which you may go within a cable's length of, and when you have passed it, must stand over for *Horse island*, that lies on the starboard, which has a house on it, that you may go within a quarter of a mile of. To the westward of the island lies a large rock, which is covered at high water, but bare at half tide; you may go on either side of it when it is in sight, but the widest passage is to the eastward. When you have passed this rock, steer N. by W. or N.N.W. which course will carry you up with a large island, called *Bear island*, which is covered with spruce and birch trees. When you have passed this island about one quarter of a mile, you may haul in for the starboard shore, and anchor in 5 or 6 fathoms water. This is the best place to anchor, with the wind at S.S.E. or East, but be careful of a ledge of rocks, that runs to the northward of this island, about half a mile off. You may anchor in this bay according as the wind may be; if it should be at the westward, you may anchor on the west side of the bay; and if to the eastward, anchor on the east side. If you have lost your cables and anchors, there is a large cove on the starboard hand, about 2 miles from *Bear island*, bearing about N. which is sufficient to hold 30 or 40 sail of vessels. It is land locked all round, so that no wind can damage a vessel after she gets into it.

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Engraved for the American Coast Pilot.



Newburyport Published by Edmund M. Blunt. 1866

Directions for Hussey's Sound.

If you come from the eastward and make *Seguine island*, bring it to-bear E. and steer W. for *Hussey's sound*, if you have a fair wind and day light, as you have nothing but islands on your starboard hand. The tide of flood sets very strong in between these islands; when you get within 2 miles of *Hussey's sound*, you will make two islands, which have no trees on them, called *Green islands*—you continue your course till you make *Hussey's sound*, bearing N. N.E. then you may steer in with your course N.N.E.

There is a large sound, called *Broad sound*, about halfway between *Seguine* and *Hussey's sound*. You leave *Merrikeneck island* on your starboard, and *Half-way rock* on your larboard hand—but this sound has several rocks under water, and is not fit for strangers to go into.

When you pass the two islands, after entering *Hussey's sound*, you leave three islands on your larboard, and two islands on your starboard hand; the northern island, on your starboard, is called *Smith's island*; when you pass said island about $\frac{3}{4}$ of a mile, you may haul away E.N.E. till you shut in said island to the S.E. then you may anchor in 8 or 9 fathoms, muddy bottom. —*Hog island* to the S.W.—*Basket island* to the N.W.—*Great Gabegie island* to the N.E.—and *Smith's island* to the S.E. Here you may moor 200 sail of ships, safe from all winds; and when wind and tide serves, you may be out to sea in one hour.

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Directions for Portland Harbour.

IN the summer of 1799, the harbour of *Portland* was buoyed out, which are to be observed as follows:—

In coming from the south-westward, when within half a mile of **Cape Elizabeth*, the red buoy on *Broad cove rock* may be seen; it bears N.N.E. from the pitch of the cape, distance $1\frac{1}{2}$ mile, and lies in 24 feet water. When up with this buoy, leave it on the larboard hand, half a cable's length distant, and steer N. by E. $\frac{1}{2}$ E. one mile, which will carry you up with the white buoy on *Trundy's reef*, which lies in 16 feet water. Giving it the same birth as the other, you may then run N. by W. $\frac{1}{2}$ W. for *Portland light-house*, 3 miles distant. When up with the head, on which the light-house stands, give it a small birth, and steer N. by W. leaving *Bangs' island* on the starboard hand, till you come to *House island*, the S.W. point of which bears N. front the light-house, distant almost 2 miles. Before you are up with this island, the black buoy on *Spring point ledge* may be seen; it bears N.W. by W. from the S.W. part of *House island*, distant half a mile, and lies in 14 feet water. [When up with this buoy, you open the town.] Giving it a small birth, you may haul up N.W. for the white buoy on *Stanford's ledge*; this buoy lies also in 14 feet water, and one mile distant from *Spring-point ledge* buoy. Giving the white buoy a small birth, you may keep up midway the river, and anchor opposite the town, where you please, in safety.

.....
* There is a rock, called *Alden's rock*, bearing E.S.E. from *Cape Elizabeth*, 5 or 4 miles distant, with only 9 or 10 feet water on it, at low water, and in rough weather the water over it frequently breaks; it lies nearly S.S.E. from the light house, distant about 3 leagues.

† The light-house is on a point of land, called *Portland head*, at the entrance of the harbour. It is a stone edifice, 72 feet high, exclusive of the lantern, and stands in lat. 43, 59, N., long 70, 03, W.

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[N.B. All the before-mentioned buoys are to be left on the larboard hand, in coming in, and the depth of water put down, is at low water; the courses are by the compass.]

There are also two small buoys, on two ledges in *Whitehead* passage, at the N.E. part of *Bank's island*. This passage is narrow, and but seldom used with large vessels. By keeping midway between the two buoys, the red on the starboard, and the white on the larboard hand, in coming in, you will have not less than 5 fathoms water. After passing the buoys, keep midway the passage, and run one mile distance, which will carry you into *Ship channel*, the same as if you had passed the light-house.

NOTE. If by any accident either of the buoys should be removed, the following directions for sailing into *Portland Harbour* will be found useful:—

WHEN you come from the south-westward, and intend to go into *Portland*, give *Cape Elizabeth* a birth of half a mile, and steer N.N.E. until you bring *Portland* light-house to bear N.N.W. when you must haul up N.N.W. if the wind will permit: but if you are in a large ship, and the wind at N.W. or W.N.W. your safest way is to continue your course N.N.E. which will carry you safe into *Hussey's sound*, allowing it to be tide of flood, as *Portland sound* is narrow, but bold between the light-house and *Bangs' island*, which is on your starboard hand. If you should turn into *Portland* in the night, in standing to the south-westward you must go about as soon as the light bears N.N.W. and in standing to the eastward, you must go about as soon as the light bears W.N.W. for there is a ledge of rocks that bears S. by E. from *Portland* light-house, and also a low island, called *Ram island*, about east northerly, one mile distant from the light-house: but if you have a leading wind, you may go in without fear, keeping about middle of the channel way and when abreast of the light, steer about N. by W. for *House island*, which you leave on your starboard hand; when you pass *House island*, bring it to bear S.E. by E. and steer N.W. by W. or W.N.W. with the tide of flood. In steering the above course, you will see a round bushy tree to the north of the town, and a house with a red roof, and one chimney; bring the tree to the west of the house, which course will carry you up the channel way, in 6 or 7 fathoms of water; but when you come abreast of the fort, which stands on a hill, haul away W.S.W. as there is a shoal bank on your starboard hand, that has not more than 10 or 12 feet on it, at high water, which you are to avoid. Here you will be careful of two ledges of rocks, one called *Spring point ledge*, 2 miles N. by W. $\frac{1}{2}$ W. from the light-house, and the other 3 miles, bearing N. by W. $\frac{1}{2}$ W. called *Stanford's ledge*, which has a buoy on it, and stretches off from your larboard hand, near half a mile in length. They lie to the S.W. of *House island*, and are all bare at low water. If you are obliged to turn in here they are much in the way, and when you are standing to the southward be careful of them. The marks will do in the day time, but are of no service in the night. There is a pilot who generally attends here. This harbour is open to the wind at N.E. and E.N.E. If you should come in in a dark night, your best way is to go into *Hog island road*, which may be done by steering as follows:—When you pass the light-house, steer N. by W. until you pass *Bangs' island*, which you will leave on your starboard hand; in steering this course, you will make *House island*, which you will leave on your larboard hand; when you are between both of these islands, you steer N.E. by E. till you come to the second island on your starboard hand. If it is day time, you will see a large house on said island, and may anchor as soon as abreast of it, in 10 or 12 fathoms, muddy bottom.

If you should fall into the eastward of *Portland*, and make the island of *Seguine*, bring said island to bear E. and steer W. which course you are to

continue till you make *Portland* light to bear from N.W. to W.N.W. when you may run for it without fear.

N.B. You must have some regard to the tide of flood, which sets very strong between the islands to the eastward of *Portland*. [See the Plate.]

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Remarks on the White Hills.

THESE hills lie N.W. from *Portland*, and N.N.W. from *Wood island*. You may see them in clear weather, when no other part of the land is in sight. At the first sight they appear like a cloud, and are always white, occasioned, it is said, by their being covered with white moss. They have been seen when in lat. 43, 10, N. being 46 miles from *Cape Elizabeth*. The depth of water in the above latitude is 80 fathoms, muddy bottom. When you steer N.W. or W.N.W. from this latitude, you will make *Agamenticus hills*, and when bearing W. by N. 6 or 7 leagues, they appear like three hills, and the smallest of them to the eastward. At the same time, you will make *Well's hills* bearing W.N.W. and when you are on the northern part of *Jeffrey's ledge*,* in 45 fathoms water, you will see the hills of *Agamenticus* bearing W. by N. or W.N.W.

I would recommend to all mariners, in coming from the eastward, not to go to the northward of lat. 43, 10, N. in thick weather, unless they are well acquainted, and judge themselves to be to the westward of *Boon island ledge*, as this has proved fatal to many who were unacquainted.

Between *Jeffrey's* and the *Isle of Shoals* you will have 70 and 75 fathoms water, muddy bottom, and a strong current setting to the S.W. You may see the *Isles of Shoals* 5 or 6 leagues, when you are to the eastward of them, but in thick weather you will see the meeting-house first, which is on one of the islands. When you go to the westward of these islands, and are bound to *Portsmouth* or *Newburyport*, give them three miles distance, as there is a large rock, called *Innes's rock*, two miles off, bearing S.W. by S. from *Star island*, which is bare before low water.

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Directions from Cape Porpoise to Wood Island.

WOOD ISLAND, which is high woody land, and very even, lies N.E. 3 leagues distant from *Cape Porpoise*. You may go into this harbour either at the eastward or westward of the island. There are several rocks to the westward of the island, and likewise a long bar which lies to the S.W. about one quarter of a mile distant. When you have the wind to the southward, you may lay your course in, and anchor near *Stage island*; this is called *Winter harbour*. You may go in the eastern way, and have room to turn your vessel, (which is an advantage you cannot have in going in to the westward) but here you are exposed to the wind at N.E. and E.N.E. but if your cables and anchors are not good, you may run into the *Pool*, and lie safe from all winds.

Saco lies about a league to the northwest, but is a barred place, and has not above 10 feet, at high water, which makes it not fit for a stranger to go in; there is, however, considerable navigation owned here, and the inhabitants are enterprising.

*Jeffrey's ledge lies between 42°, 20', and 45°, 37', 30', North latitude, and between 68°, 54', 30', and 69°, 45', West longitude.

The next place to *Wood island* is *Richman's island*, which lies about N.E. Northerly, 4 leagues; this place is only fit for small vessels, such as coasters—but few vessels put in here, it being only one league to the westward of *Portland*, which is at present one of the principal ports in the eastern country.

In sailing by *Richman's island* you must be careful of a sunken ledge, called *Watch ledge*, that lies off about S.E. near half a mile from the N.E. end of the island; it does not show itself, except the wind blows fresh; but you need not go so near the island unless you have a scant wind, or turning to windward.

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Directions to sail from Cape Neddock to Cape Porpoise.

YOUR course from *Cape Neddock* to *Cape Porpoise* is N.E. distant 7 leagues. *Cape Porpoise* is a bad harbour, and not to be attempted unless you are well acquainted, or in distress. In going in, you must leave two small islands on your larboard hand, and three on your starboard. It may be known by the high land of *Kennebunk*, which lies to the N.W. of it. When the harbour bears N.W. you must haul in, but be careful of the point on your larboard hand, and not go too near it, as it is very rocky. As soon as you are in the harbour, and clear of the point of rocks on your starboard hand, your course must be N.W. about two cable's length, when you must come too, and moor N.E. and S.W. A vessel that draws 10 feet will be aground at low water. The harbour is so narrow that a vessel cannot turn round—is within 100 yards of the sea, and secure from all winds, whether you have anchors or not.

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Directions for Portsmouth, (N.H.)

WHEN you fall into the eastward, and make *Cape Neddock*, and are bound to *Portsmouth*, when within half a mile of said cape, your course is S.S.W. 4 leagues, which course you are to continue till you bring *Portsmouth* light-house to bear N. and run within $\frac{1}{2}$ of a mile of the light, then steer N. by E. or N.N.E. until you are abreast of the light, when you must steer N.W. until the light bears S.S.E. and anchor in 9 fathoms, at low water, good bottom.

If, when coming from sea, you make the *Isles of Shoals*, and you are to the eastward of them, you must run for them till within one mile of the Eastern Isle then steer W.N.W. until *Portsmouth* light-house bears N. then follow your directions as above.

If you come to the westward of the *Isles of Shoals*, give it a good birth; and steer N. $\frac{1}{2}$ W. which course will carry you up with the light, as above directed. If you have a head wind, and are obliged to beat into the harbour, you must observe there is a sunken rock, at the east side of the entrance, called *Kitt's rock*, which has a buoy on it, and S. by W. one quarter of a mile from the light-house, lies a sunken rock, called *Stillman's rock*, which also has a buoy on it. Give the buoys a good birth, and there is no danger.

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 *At the eastern side of the harbour lies a ledge, on which it always breaks.
 †The light-house has but one light in it, and stands on *Fort point*, (New castle island,) at the entrance of the harbour. N. by W. and S. by E. moon makes high water at full and change.

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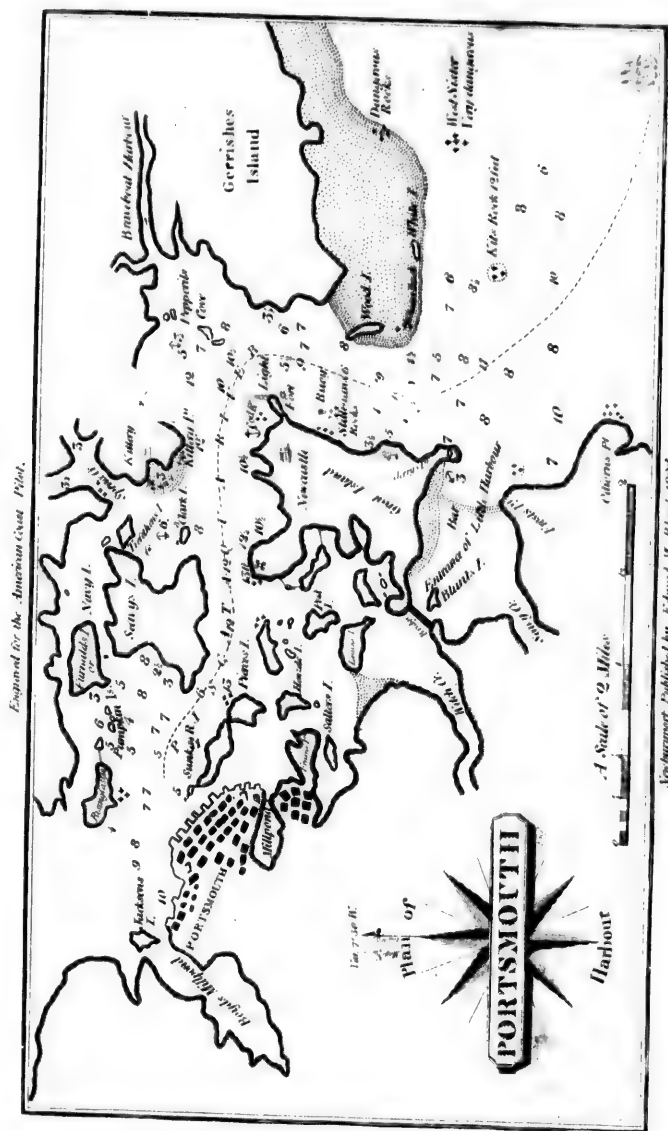
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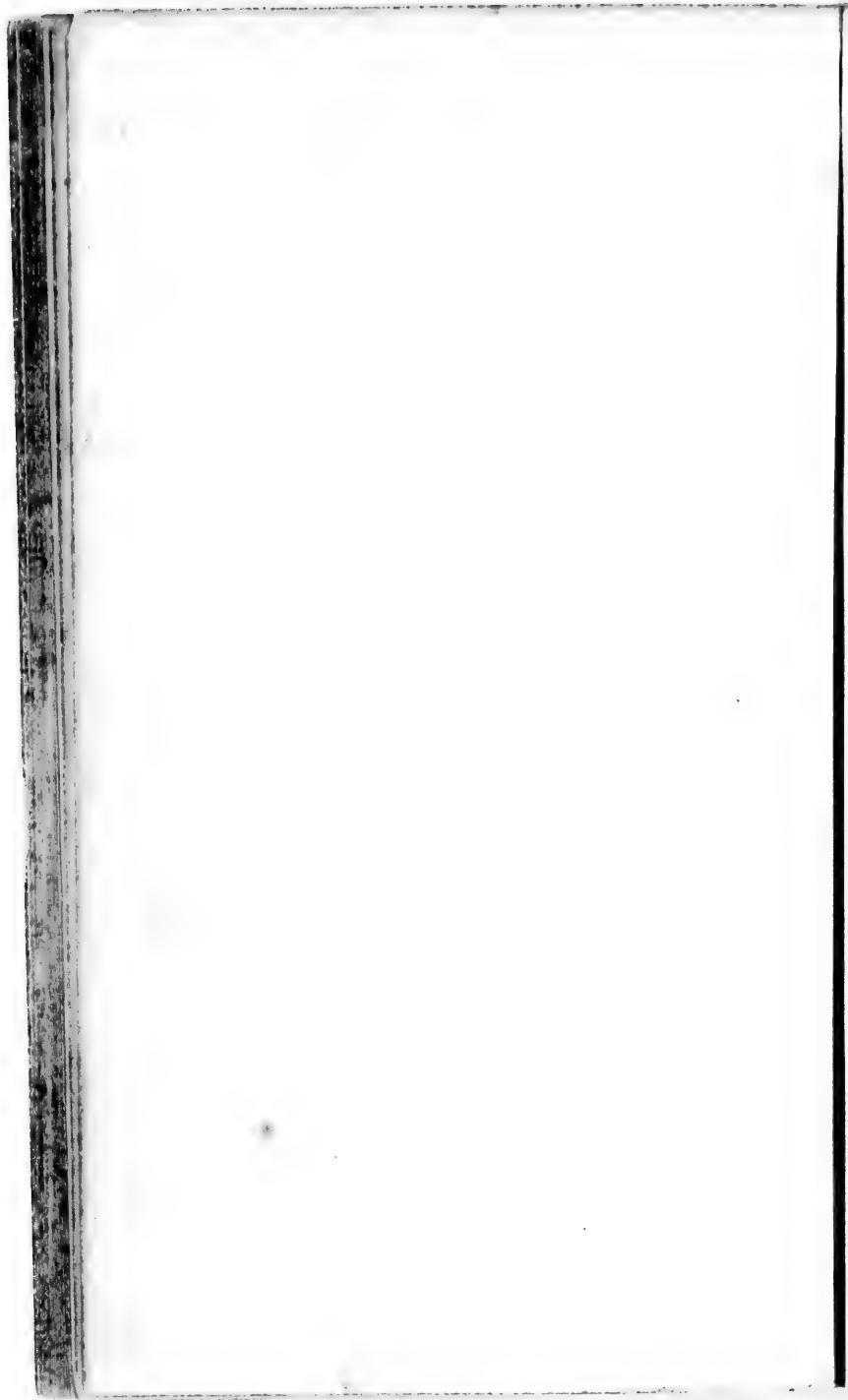
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Verdugoport Published by Edmund M. Hunt 1866.



When you come from the S.W. and make *Cape Ann*, and to the eastward of the *Dry Salvages*, bring them to bear S. by E. and steer N. by W. or N. $\frac{1}{2}$ W. In steering this course you will make the *Isles of Shoals*, from which you may take a new departure—bring *Star island* to bear S.S.E. and run N. N.W. but if the wind should come to the northward, and you are obliged to turn into said port, you must stand to the westward no farther than to bring the light to bear N. till you get within *Odiorne's point*, and when standing to the eastward, to go about as soon as the light-house bears N.N.W. until you get within *Wood island*. Be careful of *Odiorne's point*, coming from the south-westward, for it lies off more than half a mile, with sunken rocks, which do not shew themselves when the wind is off the land; likewise in standing to the east, you must be careful of the *Whale's back*, which lies S.S.W. of *Wood island*, and is covered at half tide. If you are bound to the eastward from this port, you steer S. by E. one league from the light-house, then steer N.N.E. for *Old York* or *Cape Neddock*, which is 4 leagues from *Portsmouth*; but if the wind should come from the northward you must be careful of *York ledge*, which bears from *Swett's point* S.E. distant 2 leagues. There is a sunken ledge that lies S.W. one mile from *York ledge*—it is never bare, but always breaks at low water, and is called the *Triangle*. Some part of *York ledge* is bare at half tide.

The next you come to is *Boon island* (on which is a high beacon, in the form of a light-house, which lies S.E. from *Cape Neddock*, or the *Nubble*, so called.) When you pass *Boon island*, bound to the eastward, and take the wind at N.N.E. you must take care of a ledge of rocks due N. from *Boon island*, one mile distant.

[N. B. I have passed this place several times, but never discovered the ledge till the year 1783, when being bound to the eastward, the wind took me from the westward, but the vessel having no more than steerage way, I hove over a line to catch a fish, and found I had 24 fathoms water, sandy bottom, and in a few minutes I had but 10 feet of water, and my vessel drawing nine: all that saved me from striking was, that the water being entirely smooth, the current set me to the eastward, and I got into 24 fathoms within the length of the vessel from where I sounded, and had but 10 feet.]

The worst ledge that I know on our eastern shore, is *Boon island ledge*, which bears east from *Boon island*, distant 1 league; and from *Agementicus hill*, it bears S.E. 5 or 6 leagues. It is not safe for strangers to go very near this ledge, for several of the rocks are to be seen, long before low water.

When you come in from sea, and make *Agementicus hill*, bearing N.W. by N. you are then to the westward of *Boon island ledge*; but when the said hill bears N.W. by W. you may be sure you are to the eastward of it.—
[See the plate.]

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Description of the Isles of Shoals.

BY the benevolence of the *Massachusetts Missionary Society*, aided by subscriptions of several gentlemen in *Newburyport*, and the neighbouring towns, a *Meeting-house* has been erected on *Star island* (one of the above islands) which, from its situation, cannot fail of being advantageous, as a land-mark, to mariners.

The following is the description and relative situation of the islands:

White island (the south-westernmost island) is a rocky island, three quarters of a mile in length, from S.E. to N.W. and about one mile and three quarters distant from the *Meeting-house*. There is a reef that extends about

one third of a mile from the N.W. end, which in passing you must give a good birth. The S.E. end bears from the *Meeting-house* S.W. $\frac{1}{4}$ S. the N.W. end S.W. by W. $\frac{1}{2}$ W.

Landner's (or *Looning* island) lies about $1\frac{1}{2}$ mile to the northward of *White island*, is about $\frac{1}{2}$ th of a mile in length from S. to N. and is high at each end; in high tides the middle is sometimes covered; a number of rocks lie close about the island, in almost every direction, some of which are always bare. The south end bears W. from the *Meeting-house*; the north end W.N.W. $\frac{1}{4}$ W. about half a mile distant. About half way between this island and *Star island*, lies a rock which is bare at low water; it bears from the *Meeting-house* N.W. by W. $\frac{1}{4}$ W. one third of a mile distant.

Star island (where the *Meeting-house* stands) is about $\frac{1}{2}$ th of a mile in length from S.E. to N.W. and about half a mile in breadth; it is covered with buildings on the north side. The *Meeting-house* stands on an eminence a little to the northward of the middle of the island; is 12 feet high from the foundation to the roof; to the top of the steeple is 30 feet more; the whole height from the surface of the water is about 65 feet; it is painted white, and the steeple is placed in the middle of the building; it stands fronting the west, and may be seen at the distance of 8 or 9 leagues, in almost any direction at sea; it bears from *Thatcher's island* lights (*Cape Ann*) N. $\frac{1}{4}$ E. $6\frac{1}{2}$ leagues distant; from *Pigeon hill* N. by E. $6\frac{1}{2}$ leagues distant; from *Newburyport* light-houses N.E. $\frac{1}{4}$ E. 6 leagues distant; from *Portsmouth* light-house S.S.E. $\frac{1}{4}$ E. $3\frac{1}{4}$ leagues distant; from the western *Agamenticus* mountain S. $\frac{1}{4}$ E. from the eastern do. S. $\frac{1}{4}$ E. from *Boon island* beacon (which appears in the day time like a light-house) S.W. $\frac{1}{4}$ S. $4\frac{1}{2}$ leagues distant; from *Boon island* ledge (which lies one league E. from *Boon island*) S.W. by W. $4\frac{1}{2}$ leagues distant. Off the south end of this island about three quarters of a mile from shore, lies *Anderson's rock*, which is bare at half tide; in passing, give it a good birth; it lies from the *Meeting-house* S.S.E.

Cedar island is small, and about one third of a mile in length, from E. to W. situated between *Star* and *Smutty-nose islands*. There is a channel between it and *Smutty-nose island*; but it is crooked, and not fit to be attempted by strangers. The east end bears from the *Meeting-house* E. $\frac{1}{4}$ N. and the west end E.N.E. $\frac{1}{4}$ E. three eighths of a mile distant. A rock lies off the S.E. end of this island, half a mile distant, bare at half tide; it bears from the *Meeting-house* E. by S.

Smutty-nose island is about one mile in length from E. to W. and about half a mile in breadth, and may be known by a wind-mill on the north part of the island; at the W. end is a fine harbour, called *Haley's cove*, where 15 or 20 small vessels may lie safe from all winds. There are several buildings near this harbour. There is a fine channel between this island and *Hog island*, where is water sufficient for any vessel, keeping near the middle of the passage. The west end of *Smutty-nose island* bears from the *Meeting-house* N. by E. $\frac{1}{4}$ E. and the east end E.N.E. about $\frac{1}{2}$ th of a mile distant.

Hog island is a high island, lying to the northward of *Smutty-nose island*; is about one mile in length from E. to W. and $\frac{1}{2}$ th of a mile from N. to S. The west end lies from the *Meeting-house* N. by W. $\frac{1}{4}$ W. east end of do. N. N.E. $\frac{1}{2}$ th of a mile distant.

Duck island (the northernmost island) is a long low rocky island; some parts of it are covered at high water, with rocks projecting in every direction, especially at the N.W. end, where a ledge runs off half a mile. It is the most dangerous of any of the *Isles of Shoals*, and ought carefully to be avoided; it is about $\frac{1}{2}$ th of a mile in length from N.W. to S.E. the E. end bears from the *Meeting-house* N.N.E. $\frac{1}{4}$ E. the west end N. by W. $\frac{1}{4}$ W. about three and a quarter miles distant.

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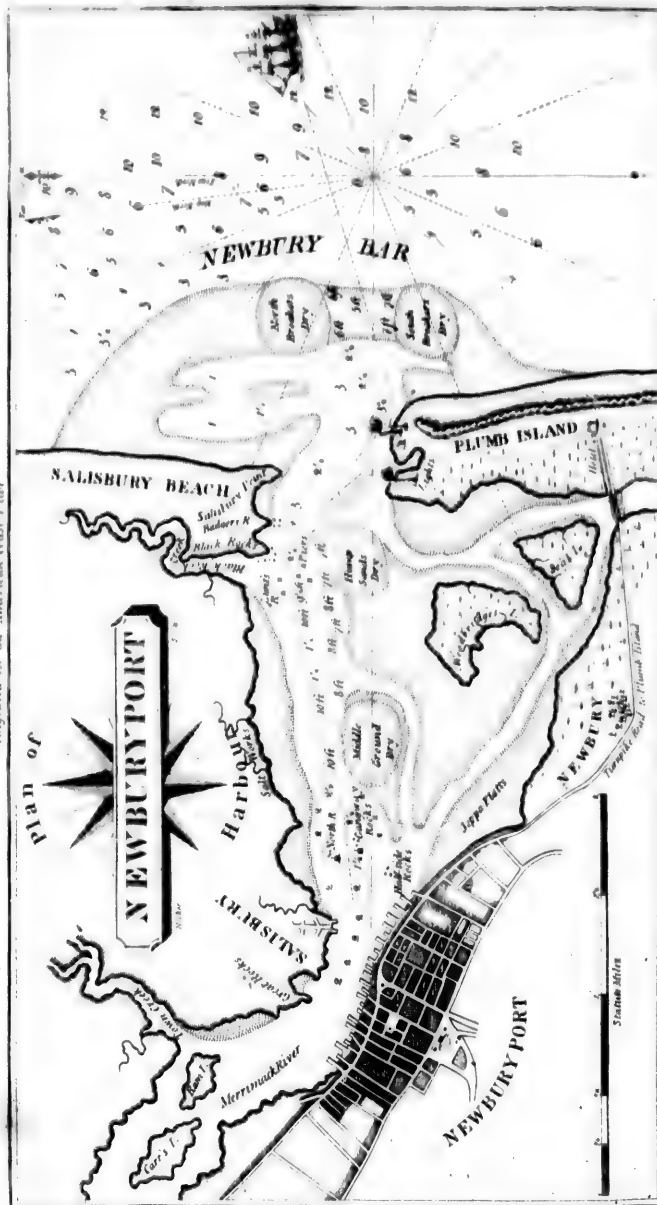
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Prepared for the American Coast Pilot



Newbury Vapour Published by Edmund M. Smith 1860

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Directions for Newburyport and Ipswich Bay.

WHEN you come round *Cape Ann*, and are two miles to the northward of the dry *Salvage rock*, bring said rock to bear S.E. and steer N. W. 3 leagues, which course and distance will carry you up with *Newburyport bar*. In running for the bar from the eastward, strangers should not approach too near *Hampton harbour*, as off the mouth of it lies several sunken rocks. *Hampton harbour* lies about 5 miles N. from the southern extremity of *Salisbury point*, between which, and *Hampton-harbour*, N. by E. & E. from the lights on *Plumb-island*, 3 miles distant, lies another dangerous rock, having only 3½ feet water on it. If you go no further to the westward than for the lights on *Plumb-*

Plumb-island, so called, is situated between the mouth of *Merrimack river*, on the north, and *Ipswich Bay*, on the south, and is separated from the main land by a narrow sound. Its length is about eight miles and an half, and its width, from the sea to the main, not more than 500 paces. On the N. end of the island are two light-houses, which are constantly lighted at night, and so constructed as to be easily moved; a circumstance requisite, from the frequent shifting of the bar at the mouth of *Newburyport harbour*. This bar is probably formed by the current of the river in its progress out meeting the drift of the sea and opposing winds, and by that means forming a bank of loose sand, which the strength of the tide is insufficient to force out. It extends across from *Plumb-island*, about a mile below the lights, to *Salisbury beach*. The channel over it is extremely narrow, and terminated on each side by very dangerous shoals; that on the north, called the *North breaker*, and that on the south, the *South breaker*. The light-houses are always so situated as to be brought in a range by the mariner, coming over the bar; and as by the violence of winds or tides, the bar shifts, the light-houses are shifted to conform to it. By keeping the lights in one, vessels may, by day or night, come on with safety, and find good anchorage, in 4 or 5 fathoms water, abreast, or between the two lights.

That part of the island, bounding on the sea, and extending above half its width, consists entirely of yellow sand, perfectly smooth on the beach, but, farther from the sea, driven by the wind into hillocks, or heaps of fantastic forms, and preserved in that shape by the success of growth of grass and shrubs. On the back part of the island, where it is washed by the sea, is an extent of salt marsh, bounding its whole length. The products of *Plumb-island* are scarcely worthy remark; beach grass is the principal, and is used only for manure for beacons. A species of plumb, from which the island derives its name, grows here in tolerable abundance. It is produced on low running shrubs, on the summit and sides of the sand hillocks, is pleasant to the taste, and, generally in its season, an article for the market. There is likewise the beach pea, of which little or no use has ever been made; and indeed it is not found in sufficient plenty to become much more than an article of curiosity. At the southernmost end of the island there are several houses, with families, and a considerable spot of land, in good cultivation. To the northward of this, there is a grove of pine trees, of a mile and an half in extent.

The Marine Society of *Newburyport* erected, some years since, at their own expense, several huts, at proper distances from each other, and from the shore, and supplied them with fire-works, fuel, straw, &c.—but owing to the strong winds, driving the sand from their foundations, and the inhuman conduct of people who visited the island in summer, these huts were in a few years totally destroyed. The misfortunes attending this generous and humane attempt in favour of the shipwrecked mariner, deterred the Marine Society, as well as other bodies and individuals, from a like benevolent attempt, until the establishment of the *Merrimack Humane Society*, in 1802. Conceiving it absolutely necessary that some relief should be afforded the unfortunate sufferer, on so desolate a spot, and in the most inclement season of the year, the society voted to build three huts on the island; and have already carried their generous resolutions into full effect. The exertions of this benevolent institution will be, in future, to preserve these huts in repair, and in perfect supply of materials for fire, and oil, &c. necessities for the support and preservation of life. Many, no doubt, will owe their lives to the humanity of this design, and while grateful feelings contribute themselves to the preservation of others. The expense and trouble will be trivial in comparison with the noble purposes it may answer; and the hope of its answering those purposes will be alone a sufficient remuneration to the generous projectors.

From the report of a committee, appointed by the Society, we have the following description of the huts, and directions to the mariner to find them:

The house for the keeper of the lights, erected by the United States, is about 20 rods south from the light-houses.

About 2500 paces, or 1½ mile south from this house and the lights, on the inside of the island, is the first hut, to which the mariner, in day-light, may be directed by a beacon, about 500 paces to the E. with a hat pointing to the hut.

2500 paces, or about 1½ mile south from this is the second hut, with a similar beacon, about 400 paces to the E. pointing to it.



island to bear S.W. there is no danger from either of the above-mentioned rocks, but that course to the bar would run you on the *North breaker*; therefore you must bring the lights to bear W. by S. and anchor in 11 or 12 fathoms water, if the tide will not permit your coming in. No vessel in coming in, ought to go nearer the *South breaker*, than 7 fathoms water, nor nearer the *North breaker*, in coming from the eastward, than 9 fathoms. There are several pilots belonging to this harbour, who will, if possible, be outside of the bar, to take command of every vessel wanting their assistance. If they cannot, you must keep the lights in range, and run for them till within a cable's length of the eastern light, when you must haul to the westward, and anchor between the two lights, in 4 fathoms water.* If your cable and anchors are not good, you may bring the western light house to bear S.E. by S. and run N.W. by N. for *Salisbury point*; but as soon as you make said

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1700 paces, or about one mile south from this is a third, with a beacon, bearing E. 500 paces distant.

5000 paces, or about 3 miles S. of this, is a house, occupied by Mr. Spiller and family, which is about one mile from the S. end of the island, and about W. one mile from the S. end of the island, are two other houses, with families.

These huts, together with the other houses mentioned, form a chain from one extremity of the island to the other. The unfortunate mariner, whose fate may wreck him on this shore, can, by noticing the point of compass from which the wind blows at the time of his being wrecked, be governed in his course across the island, where he will find himself under the lee of the higher land, and protected in some measure from the violence of the tempest. By keeping along the margin of the island, where the travelling is good, and before coming quite to the marsh, either N. or S. he will be certain of meeting with one of these huts or houses, where he may find temporary relief. To facilitate still further, the means of conveying immediate assistance to those unfortunate mariners who may be wrecked on this island, a number of gentlemen were incorporated for the purpose, and have completed, a bridge and turnpike road from *Newburyport* to *Plumb island*. This road leads in a southeasterly direction from *Newburyport*, and the bridge crosses *Plumb island* near about $\frac{1}{2}$ mile to the S.W. of *Seal island*. An elegant Hotel has been erected at the east end of the bridge, within 100 rods of the sea shore, 1 mile south from the lights and about $\frac{1}{2}$ mile of a mile northerly from the northernmost house erected by the *Merrimack Humane Society*, mentioned above. The Hotel is painted white, has three white chimneys, and may serve as a land-mark for seamen.

In case a vessel, by stress of weather, should be obliged to run ashore on this island, and the master can make any choice of place, it is most eligible to run on as nearly opposite this house as possible, as assistance and shelter can be more promptly afforded, and the communication more direct with *Newburyport*.

It rarely happens that any life is lost on this beach, in attempting to escape from the wreck, when the crew remain on board until low tide. Unless the vessel is in imminent danger of going to pieces immediately, the seamen should never take to their boat.

* A vessel that draws 10 feet water may come in at two-thirds flood. They should always observe to keep to the windward of the bar, unless the wind should be fair. If the sea is so great as to prevent the pilot's getting over, a signal will be made by him, when you must run direct for his boat, keeping the lights in range, which will carry you safe over.

† In a course nearly N. from the light-houses on *Plumb island*, and about half a mile distant, across the mouth of *Merrimack river*, is the southern extremity of *Salisbury beach*, called *Salisbury point*. From this point a sand beach extends on the verge of the ocean, without an inlet or interruption of any consequence, until it reaches *Hampden river*. This beach is connected with the main land by a salt marsh of considerable extent, intersected by a variety of small rivulets and creeks, which render it impossible for a shipwrecked mariner to reach the inhabited parts of *Salisbury*. Here too, the hapless seaman is sometimes destined to suffer the misfortunes of shipwreck, and to reach a desolate and inhospitable shore, only to aggravate the horrors of his death. If he can attain the first and wished for object, in evading the jaws of the angry ocean, he yet finds himself a solitary wanderer on the coast, without shelter, and without sustenance; and in his fruitless search for them, must inevitably perish. As the N.E. storms are generally most fatal to vessels on this part of the coast, *Salisbury beach* is not so often a place of shipwreck as *Plumb island*. But to guard against a possibility of accident, which must sometimes happen to the unskillful or inexperienced navigator, the Marine Society erected a hut, similar to those on *Plumb island*. Here they deposited every thing necessary for the relief of such as might need it, and were at the pains and expence frequently to inspect it, and renew their generosity by replenishing it: but this has shared the same fate with those on *Plumb island*, not so much, however, from the inefficiency of its foundation, or the violence of the winds, but from

point, you must haul up N.W. which course will carry you clear of *Badger's rocks*, *black rocks*, and the *Hump sands*. Across the channel from the *Hump sands* to *Black rock creek*, lie 7 or 8 piers, on which are from 7 to 24 feet water, at low water, which were sunk in the year 1776, and have not since been removed; the mark to pass between them is to bring the beacon, at the west end of the town of *Newburyport* (which may be distinctly seen in clear weather) over the south corner of the north meeting-house. The *Hump sands* lie S.W. from *Salisbury point*, which makes the channel very narrow, and difficult for strangers. When you pass the *Black rocks*, you must haul up W. by S. $\frac{1}{2}$ S. which will bring you in channel way, and good anchorage. And if it be in the night, or dark weather, when you judge yourself about half a mile from *Black rocks*, you may come too with safety. I would recommend to all masters, whether they belong to *Newburyport* or not, to avoid coming into this port in a gale of easterly wind, except they are well acquainted, and have a good prospect of getting in, as every person who belongs there must know that no pilot can get over the bar when it blows a gale from the eastward. And if you should make *Cape Ann* lights, and bring them to bear S. by E. or the *Dry Salvages* to bear S. by E. you may run with safety N. by W. or N. $\frac{1}{2}$ W. distant 10 leagues from *Cape Ann* to *Portsmouth*. In running the above course, you will make the *Isles of Shoals*, if it is any way clear, from which you take a new departure; when you pass the said islands, you bring *Star island* (on which the meeting house stands, and which is the S.W. island) to bear S.S.E. and then steer N.N.W. distant from said island 3 leagues to *Portsmouth*. There is a very good harbour in the *Isles of Shoals*, from the wind from northeasterly round to southerly, and you may lie landlocked with any of them; but if the wind hauls to the S.W. or W.N.W. you may run out between *Smutty nose island*, which has a wind-mill on it, and *Hog island*, where there is water enough for a first rate man of war; and where you anchor, you have 12 fathoms muddy bottom.

In going into *Portsmouth*, you may bring the light-house to bear N.N.W. till you get within *Wood island*: then you may haul away N. or N. by E. till you pass the light-house; you may then haul up W.N.W. or N.W. by W. and bring the light-house point to shut in with *Wood island*, where you will be safe from all winds, and may anchor in 8 or 9 fathoms water.

When you come from the eastward, with the wind at E. or E.S.E. with which wind you cannot weather away *Cape Ann*, and you are to the northward of the *Isles of Shoals*, your only shift is to *Portsmouth*, and you are obliged to run so far to the westward as to bring said port to bear N.N.W. and in general the wind at E. at sea hauls two or three points to the northward, which makes it a head wind. [See the Plate.]

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the wantonness of individuals and companies, who frequent this spot in the warm season, on parties of pleasure. The Merrimack Humane Society have extended their benevolent views to this part of the coast, and have erected a hut about $\frac{1}{2}$ of a mile north from *Black rocks*, so called, and about 150 paces from the sea shore. This hut will be maintained in commodious repair, and provided with every thing suitable for those who may be so unfortunate as to need its shelter. Others on the same coast will be erected as speedily as the funds of the Society, and the charities of individuals will render it possible, and will be conveniently furnished and provided for the same laudable purpose.

* *Badger's rocks* bear N.W. $\frac{1}{2}$ N. from the light-houses, distant half a mile, and are covered at two thirds flood, which you leave on your starboard hand. *Black rocks* bear N.W. from the light-houses three quarters of a mile distant, are always dry, which you also leave on your starboard hand. *Half-tide rocks* bear W. by S. $\frac{1}{2}$ S. from *Black rocks*, distant one mile and a half, are bare at half tide, on which is placed a buoy, that you leave on your larboard hand. *North rocks* (which are seen only at very low tides) bear W. by S. from *Black rocks*, distant one mile and a half, which also have a buoy on them, which you leave on your starboard hand, between which and *Half-tide rocks* is the channel.

Directions for Annis Squam Harbour in Ipswich Bay.

THE masters of vessels out of *Newburyport*, ought in general to be acquainted with the harbour of *Squam*; and for their benefit a plan of the harbour has been taken from actual survey, which will be of the greatest importance when obliged to make a harbour from *Ipswich bay*, through stress of weather. When a vessel at anchor off *Newburyport bar*, parts a cable, and loses an anchor, with the wind at N.E. or E.N.E. if she can carry double reefed sails, she may run S.S.E. 5 leagues, which course, if made good, will carry her a little to the eastward of *Squam bar*; and if the weather is so clear as to see half a mile when you make the land to the eastward of *Squam*, you may run within a cable's length of the shore; your course is S.S.W.

Squam bar bears from *Hallowboat point* (the N.E. point of *Cape Ann*) from W.S.W. to S.W. distant about 2 leagues. In running from *Hallowboat point*, you must be careful of *Plumb core ledge*, which shews itself till near high water, and bears from **Squam light* N.N.E. a little northerly, distance five eighths of a mile. When you have passed this ledge, you leave a deep cove, called *Hodgkins' cove*, and a long point or neck of land, called *Davis' neck*, on your larboard hand. When up with this neck haul S.W. or S.W. by W. for *Squam bar*.

In sailing into this harbour bring the light to bear due S. when at the distance of one mile, and run directly for it, leaving *Haradan's rock* (which lies N. by E. $\frac{1}{2}$ E. from the light distant $\frac{3}{4}$ ths of a mile) on your larboard hand; continue your course till within 50 yards of the light-house; then haul up S.S.W. for the *Bar rock*, leaving the light-house on your larboard, and the bar (which runs nearly N.E. and S.W. leaving the river about 90 fathoms broad, opposite the light-house) on your starboard hand. In running this course you will leave the *Lobster rocks* (which lie S. by W. from the light-house, distant 200 yards, and are dry at low water) on your larboard hand. When up with the *Bar rocks* (which lie on the starboard hand, and are dry till nearly high water) steer S. by E. $\frac{1}{2}$ E. till you open the houses, and you may anchor in from $3\frac{1}{2}$ to 5 fathoms clear sandy bottom; or run your vessel on shore on the starboard hand, in case you have neither cables nor anchors.

When a stranger is obliged to run for *Squam harbour*, and is doubtful whether to enter on account of the depth of water, he had better anchor back of the bar, and he will immediately have assistance from the light-house, if it is possible for a boat to live; if the weather is so boisterous that a boat cannot come off, a flag will be hoisted on shore near the light house, as soon as there is water enough for a vessel on the bar, when he may run in as above directed.

If you are bound to *Ipswich*, your course from *Hallowboat point* to the mouth of the channel that leads into the harbour, is W. $\frac{1}{4}$ N. distant about 8 miles. There are two beacons erected a small distance to the southward of *Castle hill*, which may be run for, but as the bar is often removed by storms, it is not safe to run into the harbour unless acquainted. [See the plate.]

* *Annis Squam* light-house is a wooden building, of an octagonal form, about 45 feet high, and about 50 feet above the surface of the water at common high tides. It is painted white, and may be known by being lower than any other light-house on the coast of *Massachusetts*, and its inland situation. It bears from *Portsmouth* light-house about S. by W. distant 10 or 11 leagues; and from *Newburyport bar* S.S.E. 5 leagues.

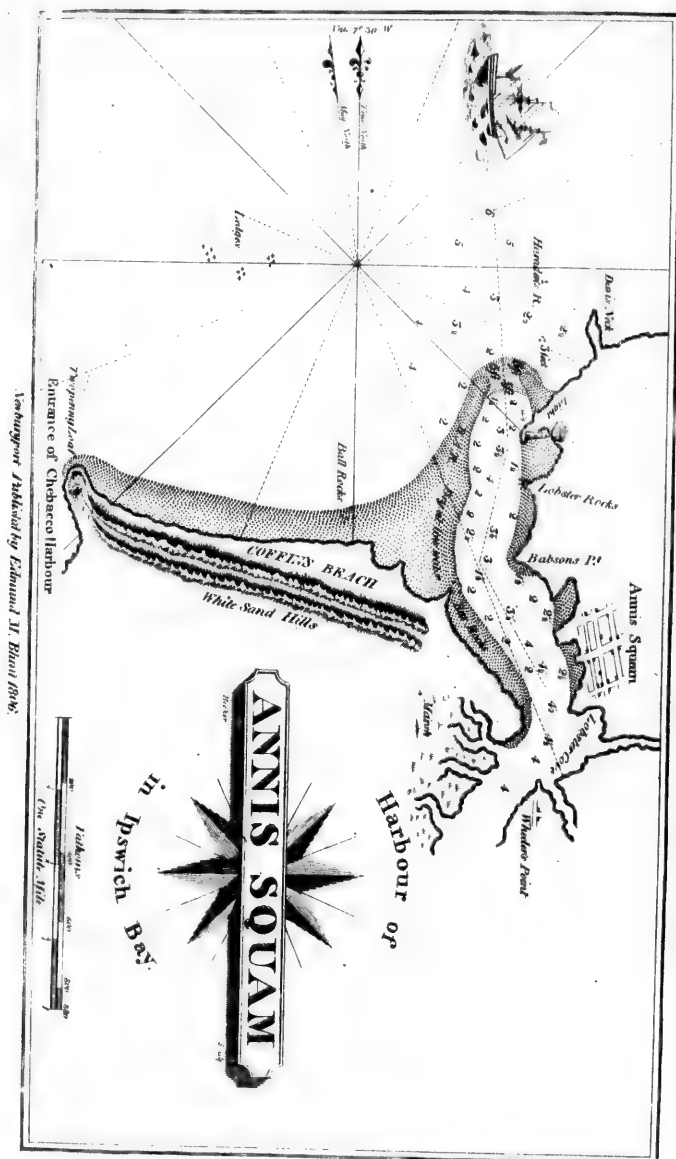
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Expounded for the American Coast Pilot.

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Directions to go into Cape-Ann Harbour.

WHEN you come from the eastward, and make †*Cape-Ann* lights in the night, bring them to bear S.W. and run direct for them, which course will carry you within the *Londoner*, and when you pass the said rocks, bring the two lights in one, at which time they will bear N. by E. $\frac{3}{4}$ E. and S. by W. $\frac{3}{4}$ W. and then steer S.S.W. $\frac{1}{4}$ W. keeping said course about one mile, which will carry you clear of *Milk island*, which is very low and cannot be seen in a dark night. When you judge yourself to the westward of said island, you haul to the westward until you bring the lights to bear E.N.E. when you must steer W.S.W. about 5 miles, which course will carry you to *Eastern point*. When you pass said point, keep your course W.N.W. until you bring *Cape Ann harbour* to bear N. when your course is N.E.

If you want to go inside the *Salvages*, keep close aboard *Hallowboat point*, which has a tree on the eastern part of it, and steer S.S.E. for *Strait's-mouth island*, but be careful to avoid *Avery's rock*, by keeping the lights on the dry point of *Strait's-mouth island*, till you get up close aboard, then haul round the point, and S.S.E. will carry you to the lights. To avoid the *Londoner*, you must keep the lights close aboard the body of the island, on which they stand; the *Londoner* lies half a mile off, breaks at all times of tide, is quite dry at low water, and bears E.S.E. from the middle of *Thatcher's island*. A long shoal runs off N.E. half a mile distant from the *Londoner*. Between the *Londoner* and *Thatcher's island* there are 3½ fathoms, at low water. From the *Salvages* to *Hallowboat point*, and *Sandy bay*, there lies a large spot of flat ground, which at low water will take up a small vessel. Outside the *Salvages* is very bold. *Hallowboat point* bears from the *Salvages* W.N.W. 2½ miles distant, and the *Salvages* bear from the lights N.N.E. 3 miles distant. If the wind be to the eastward, you may anchor in a bay that makes between *Ten pound island* and *Eastern point*, the latter bearing S. by E. and *Ten pound island* bearing N. Here you may anchor in 4 fathoms water, on muddy bottom. This is a good harbour against easterly winds, but if the wind be S.W. you are exposed to it, in which case you may clear away *Ten pound island*, leaving said island on your starboard hand, and steer into the harbour, as above directed, and come too near *Five pound island*.

NOTE. In sailing from *Cape Ann* lights to *Cape Ann harbour*, you will first open *Braces cove*, before you come up with the harbour, which will, when open, bear N.N.W. which you are to avoid. *Cape Ann harbour* lies one mile further to the westward, and when open bears N.N.E.

Directions for Salem Harbour.

VESSELS inward bound, and falling in with *Cape Ann*, must observe the following directions, viz.—When abreast of *Cape Ann lights*, bearing N.N.W. about two miles distant, steer W.S.W. about 3 leagues, which will carry them up with the eastern point of *Cape Ann*, then steer W. by S. 7½ miles, which will carry them up with the lights on *Baker's island*.

Ships bound to *Salem*, falling to the southward, and running for the lights, must, when they have made them, keep the northern, or lower light open to the eastward of the southern light, and run for them, which will carry them

†*Cape Ann* light-houses are built on *Thatcher's island*, which lies about 2 miles E. of the S.E. point of *Cape Ann*, and forms the northern limits of *Massachusetts bay*, in lat. 42° 40' N. long. 70° 32' W.

to the eastward, and clear of the *South Breaker* of (a) *Baker's island*, which bears from the lights S.E. by S. two miles distant, and is very dangerous.

Vessels bound to *Salem*, having made the lights with a westerly wind, in beating up, must not stand to the southward or westward, further than to shut one light in with the other, on account of the *South breaker*, nor to the northward further than to bring the lights to bear W. by S. $\frac{1}{4}$ S. on account of *Gale's ledge*, which bears from the lights N.E. by E. $1\frac{1}{2}$ miles distant.

In going into *Salem*, by the common, or ship channel, between *Baker's island* and (b) *Misery island*, being up with *Baker's island*, you may pass within 100 fathoms of it, and steer W. by N. for the (c) *Haste*; this course will carry you clear of (d) *Hardy's rocks*, leaving them to the southward, and will leave (e) *Bowditch's ledge* to the northward. If you are in the mid passage between *Baker's island* and the *Misery*, you may steer W.N.W. till you have passed *Bowditch's ledge*, or till you get (f) *Cat island* open to the westward of (g) *Eagle island*, then haul up W. for the *Haste*; any stranger may there anchor in safety, in about 5 fathoms of water, good anchorage; but if you choose to proceed into *Salem harbour*, you must steer about W. for the *Haste*, which you will leave on your larboard hand, about half a mile distant, then steer S.W. by W. which will carry you into *Salem harbour*; but you must observe that there is a ledge runs off from the N.E. end of (h) *Winter island* and that *Abbot's rock* lies abreast of it; to avoid which you must keep above a quarter of a mile from the shore. *Abbot's rock* is found by bringing *Castle hill* and *house* into the cove N. of *Fort Pickering*, and *Beverly* meeting house well in with *Juniper point* (or S.E. point of *Salem neck*.) *Abbot's rock* has 7 feet at common ebb. The mean of common tides is 12 feet. In keeping off shore, to avoid *Abbot's rock*, you must not go too far off, for fear of the *Aqua Vita*, which are sunken rocks, lying E.S.E. from *Fort Pickering*, distant nearly half a mile.

When coming from the southward, if you are near *Cat island*, you may pass to the eastward or westward of it; if you are to the eastward, you must

(a) *Baker's island* lies on the south side of the principal entrance of *Salem harbour*, is about a third of a mile in length, from N. to S. bearing E. from *Fort Pickering*, distant about 5 miles east from the town of *Salem*. The light-house, which stands on this island, has two lights on it, which bear N.W. $\frac{1}{4}$ W. and S.E. $\frac{1}{4}$ E. at the distance of 40 feet from each other. The water is deep near the island, but there is no convenient landing place. The N. and E. sides are high and rocky. There is a small channel between the S. rocks and the dry breakers, but is safe only to those who are acquainted with it.

(b) *Misery island* lies from *Baker's island* about one mile, is joined by a bar to *Little Misery*, which makes the N. side of the channel opposite *Baker's island*. *Misery island* or *Great Misery* is 174 rods in length from N. to S. and 96 rods in breadth. *Little Misery* is 40 rods in length, with its most western point projecting into the channel.

(c) The *Haste Rock* is a broken rock above water, lying near the channel, bearing from *Baker's island* light-house W. $\frac{1}{4}$ N. distant $2\frac{1}{2}$ miles, and $1\frac{1}{2}$ miles from *Salem neck*.

(d) *Hardy's rocks* bear W. $\frac{1}{4}$ N. from *Baker's island* lights, distant $\frac{1}{4}$ ths of a mile; they are covered at high water, and are dangerous.

(e) *Bowditch's ledge* bears from *Baker's island* light-house W.N.W. $1\frac{1}{2}$ mile distant.

(f) *Cat island* is situated about S.W. by W. from *Baker's island*, 2 miles distant, and about $1\frac{1}{2}$ miles from *Marblehead neck*, and ranges from *Baker's island* just clear of *Marblehead neck*. On the N.W. end is a high beach, directly opposite the point of *Marblehead*, called *Peach's point*. The shore is irregular and rocky. Beyond and on a line with the island are two other heads, of nearly the same projection; and on the southern side are three high rocks, but not so large as the former. Two of them are connected with the island by bars of sand, out of water at the ebb; the other stands boldly up within these two, but more southerly.

(g) *Eagle island* is about $1\frac{1}{2}$ miles from *Peach's point*, and bears from the light-house W. by S. $\frac{1}{4}$ S. distant $1\frac{1}{2}$ miles; a bar runs off from the western point of this island, in a N.W. direction.

(h) *Winter island* lies on the north side of the entrance of *Salem harbour*, about half a mile in length; the highest part is on the south of the island, opposite a point of rocks on the neck, (which is a point of land running north-eastwardly from the town, about one mile.) It has a pier and wharf on the southern end, at the entrance of *Cat Cove*. On the eastern point stands *Fort Pickering*.

give a birth of a quarter of a mile, and steer N. by W. $\frac{1}{4}$ W. or N.N.W. leaving the (i) *Brimbles* and *Eagle island* to the starboard, and (j) *Coney island* ledge to the larboard—that course will carry you clear of *Eagle island bar*; continue upon the same course till you have passed the *Haste*, and got into the common ship channel, or you may continue the same course till you get under the north shore, where there is good anchorage.

If you are to the westward of *Cat island*, you may pass in the middle channel, between that island and (k) *Marblehead rock*, and steer over N. for the ship channel, leaving (l) *Gray's rock* and *Coney island* to the westward. After passing the *Haste*, and entering the ship channel, you may proceed as before directed.

If in coming from the southward and eastward you should find yourself near *Halfway rock*, you may bring it to bear S.E. and steer N.W. for the *Haste*, passing near to (m) *Satan*, or *Black rock*, leaving it on the larboard hand, and the *Brimbles* and *Eagle island* on the starboard; continue this course, and you will leave the *Haste* on the larboard hand, and enter the common ship channel, and proceed as above.

There are several other channels for entering *Salem harbour*, but they ought not to be attempted without a pilot.

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Directions for Beverly and Manchester.

To enter *Beverly harbour*, follow the directions for *Salem harbour*, till you bring the *Haste* to bear E.S.E. and run W.N.W. about 2 miles, and you reach *Beverly bar*, which is a spot of sand running out from the southern or *Salem* side of the entrance, and has commonly a beacon upon the head of it, above a quarter of a mile from the shore. The bar has very shoal water on the eastern or outward side, near it, but good anchorage within. There is good water at the head of the bar. Having passed the bar, there is a sandy point from *Beverly*, or the northern side of the entrance, and beyond this point are the *Lobster rocks*, which bear from the head of the bar W. a little S. and not half a mile distant, and they are above water at half tide. To avoid this point, after having well cleared the bar, you will steer towards *Ram horn rock*, which has also commonly a beacon, and is to be seen at half tide, bearing S.W. by S. from the head of the bar, one eighth of a mile distant. There are several fathoms of water within a vessel's length of *Ram horn rock*. Giving this a good birth, you then clear the sandy point, and steer for the *Lobster rock* beacon, bearing from *Ram horn* beacon N.W. by W. distant about one quarter of a mile. Giving this a good birth, you are then opposite to the wharves, and may anchor in deep water, and in a very safe and excellent harbour.

To enter *Manchester harbour* you must bring the southern light to bear S. $\frac{1}{4}$ E. and run N. one mile distant, where you may anchor on good bottom.

(i) The *Brimbles* bear S.S.E. from *Eagle island* nearly half a mile distant—they are sunken rocks, bare at low water.

(j) *Coney island* is a small island that lies near the mouth of *Salem harbour*; it bears from *Marblehead point* N.E. one mile distant; from *Fort Pickering*, on *Winter island*, E. $\frac{1}{4}$ S. two miles distant; and from *Baker's island* light, W. $\frac{1}{4}$ S. $2\frac{1}{2}$ miles distant.

(k) *Marblehead rock* bears S.W. from the western part of *Cat island*, distant three fourths of a mile; it is above water, and may be approached on either side, very near, with safety.

(l) *Gray's rock* bears N.W. from *Cat island*, distant three quarters of a mile; it is above water, and may be approached with safety.

(m) *Satan*, or *Black rock*, is above water, steep too, and bears S.W. by S. from *Baker's island*, distant one mile and three quarters.

N.B. *Eastern point* bears from *Baker's island* lights E. by N. $\frac{1}{4}$ N. $7\frac{1}{2}$ miles distant. *Half-way Rock* bears from the lights S. $\frac{1}{4}$ E. two miles distant. *Hardy's rocks* bear from the lights W. $\frac{1}{2}$ N. distant three quarters of a mile.

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Directions for sailing into Marblehead.

VESSELS inward bound, and falling in with the lights on *Thatcher's island*, may observe the following directions, viz.—*Thatcher's island* ledge bears from the body of the island from E.S.E. to S.S.E. extending about 2 miles from the island. After getting the west light to bear N. $\frac{1}{4}$ W. you are to the westward of the ledge; then haul to the N.W. to bring the lights to bear N.E. by E. and steer S.W. by W. for the eastern point, which is about 7 miles distant from *Thatcher's island*. Then your course is W. by S. distant $7\frac{1}{2}$ miles, for the lights on *Baker's island*.

Vessels bound to *Marblehead*, and falling to the southward, and running for the lights, after making them, must keep the north and lower one open to the eastward of the southern light, and run for them, which will carry them to the eastward, and clear of the south breakers, off *Baker's island*, which bear from the lights from S.E. $\frac{1}{4}$ S. to S.E. by S. $\frac{1}{4}$ S. distant 2 miles.

Having made the lights with a westerly wind, and beating, when within $2\frac{1}{2}$ miles of them, you must not stand to the southward and westward so far as to shut the north light up with the south light, on account of the south breakers; nor to the northward further than to bring the lights to bear W. by S. $\frac{1}{4}$ S. on account of *Gale's ledge*, which bears from the lights N.E. by E. distant $1\frac{1}{2}$ miles. Drawing near to the lights, take care of a ledge, called the *Whale's back*, which bears from the lights N. by E. distant four fifths of a mile.

In going into *Marblehead*, and being up with the lights, give the north point of *Baker's island* a birth of one quarter of a mile or less. Having the lights one in with the other, you are up with the point. When the south light is open with the north light, you have then passed the point, (leaving the *Misery island* on your starboard hand, which bears from the lights N.W. $\frac{1}{4}$ N. four fifths of a mile.) Then steer S.W. by S. or S.S.W. until you bring the south light to bear N.E. by E. $\frac{1}{4}$ E. then steer S.W. by W. $\frac{1}{4}$ W. distant 3 miles, for *Marblehead harbour*. You will leave *Hardy's rocks*, *Eagle island*, and *Gray's rock*, on the starboard hand; *Pope's head*, *Brimbles*, and north point of *Cat island*, on the larboard hand. The *Brimbles* bear from *Eagle island* S.S.E. $\frac{1}{2}$ E. distant half a mile; and *Gray's rock* from the north point of *Cat island*, N.W. by W. seven eighths of a mile.

Falling in with the south point of *Baker's island*, and it blowing hard from the eastward, if you cannot avoid it you may pass the point by keeping it well on board, say at the distance of from 20 to 50 fathoms from the shore, where you will have from 4 to 5 fathoms water. When up with the S.W. point, steer W.S.W. which will carry you between the north *Goosebury* and *Pope's head*, leaving the former on your larboard hand, and *Pope's head* on your starboard hand, between which you will have from $3\frac{1}{2}$ to 5 fathoms water. As soon as you have passed *Pope's head*, haul to the northward, until the south light bears N.E. by E. $\frac{1}{2}$ E. then steer S.W. by W. $\frac{1}{2}$ W. for *Marblehead harbour*.

Vessels coming from the eastward and running for *Half way rock*,* must not bring the rock to bear to the southward of W.S.W. to avoid the south

* Half way Rock is a high bold rock of about 50 fathoms diameter, lying S. $\frac{1}{4}$ E. from *Baker's Island Light-House*, distant 2 miles.

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breaker, which bears from *Half way rock* N.E. $\frac{1}{2}$ E. distant one mile. Being
up with *Half way rock*, and bound into *Marblehead*, bring the rock to bear
E. by S. $\frac{1}{2}$ S. and steer W. by N. $\frac{1}{2}$ N. for *Fort head*, distant 3 miles, leaving
Cat island on the starboard hand, which bears from *Half way rock* W.N.W.
distant $1\frac{1}{2}$ miles, and *Marblehead rock* on the larboard hand which bears
from *Half way rock* W. $\frac{1}{2}$ N. distant 2 miles. *Black rock* bears from *Half way*
rock N.W. by W. distant $1\frac{1}{2}$ mile. *Cat island rock* and *Point neck* bear east
and west of each other, distant about one mile.

Vessels being up in *Boston bay*, may, by bringing the *Boston light* to bear
S.S.W. run N.N.E. for *Marblehead rock*; they are distant from each other
about 12 miles. *Half way rock* and *Boston light* bear of each other S.W. and
N.E. distant 15 miles.

Hardy's rocks are covered at high water, and may be seen at quarter ebb.
Whale's back is covered at high water, and may be seen at quarter ebb.
Gale's rocks are seen only at low spring tides. The south breakers off *Bak-*
er's island are always covered. The *Brimbles* are covered at high water, and
are seen at half tide. *Black rock* is always out of water, but low. *Cat isl-*
and rock, *Half way rock*, *Marblehead rock*, *Gray's rock*, and *Pope's head*, are
large, and high above water. *Half way rock* is very bold all round it. *Eag-*
le island is bold only on the south and east; from the N.E. part of it, quite to
Hardy's rocks, is very shoal water, and no passage for ships.

Bearings and distances of the principal Islands, Rocks, &c. in the vicinity of
Salem, from Baker's island Lights.

E. point of Cape Ann bears	-	-	-	F.N.E. $\frac{1}{2}$ E.
Gale's Ledge, distant $1\frac{1}{2}$ miles	-	-	-	N.E. by E. $\frac{1}{2}$ E.
House island, distant one mile	-	-	-	N. N. E.
E. part of <i>Whale's back</i>	-	-	-	N. by E.
E. part of <i>Great Misery</i>	-	-	-	N. by W. $\frac{1}{2}$ W.
S. part of <i>Little Misery</i> , distant $\frac{1}{2}$ mile	-	-	-	N.W. $\frac{1}{2}$ N.
Bowditch's ledge, 1 mile	-	-	-	W.N.W.
N. part of <i>Hardy's rocks</i> $\frac{1}{2}$ mile	-	-	-	W. $\frac{1}{2}$ N.
N. part of <i>Haste rock</i> , $\frac{1}{2}$ miles	-	-	-	W. by N.
S. part of <i>Coney island</i> , $2\frac{1}{2}$ miles	-	-	-	W. $\frac{1}{2}$ S.
<i>Nagus head</i> , on <i>Marblehead shore</i>	-	-	-	W. $\frac{1}{2}$ S.
N. part of <i>Gray's rock</i>	-	-	-	W.S.W. $\frac{1}{2}$ W.
N. part of <i>Eagle island</i> , $1\frac{1}{2}$ mile	-	-	-	W. by S. $\frac{1}{2}$ S.
S. part of <i>Marblehead neck</i>	-	-	-	S.W. by W. $\frac{1}{2}$ W.
N. part of <i>Cat island</i> , 2 miles	-	-	-	S.W. by W.
Middle of <i>Pope's head</i> , distant $\frac{1}{2}$ mile	-	-	-	S.W. $\frac{1}{2}$ S.
N. part of <i>Western Gooseberry</i>	-	-	-	S.W. by S.
<i>Satan</i> , or <i>Black rock</i> , $1\frac{1}{2}$ mile	-	-	-	S.S.W. $\frac{1}{2}$ W.
<i>Eastern Gooseberry</i> , $\frac{1}{2}$ mile	-	-	-	S. $\frac{1}{2}$ E.
<i>Half way rock</i> , 2 miles	-	-	-	S.E. by S.
S. Breakers of <i>Baker's island</i> , 3 miles	-	-	-	

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Remarks on Cashe's Ledge.

(BY AN EXPERIENCED NAVIGATOR.)

I TOOK my departure from *Thatcher's island*, which lies 2 miles to the
eastward of *Cape Ann*; the island bore from me N. three miles distant; from
the bearing I steered E. $\frac{1}{2}$ N. 65 miles, with a fair wind, and fell in with the
north part of the bank, where *Cashe's ledge* is, about two leagues to the north-
ward of the shoal, in 60 fathoms, hard black clay. This bank lies N. and S.
7 leagues, and E. and W. 2 leagues; and in the centre of the bank is the
shoalest ground. Its length and breadth is one quarter of a mile. There is

on it in some parts 10 fathoms, in others only $4\frac{1}{2}$, all exceeding rocky. In the length of a boat you will have from 10 to $4\frac{1}{2}$ fathoms, and there are 17 fathoms within a cable's length of the shoal, which gradually deepens as you stand from it, all over the bank, to 90 fathoms; at this sounding you are on the edge of the bank. You will in general have upon the bank oozy and sandy bottom, with black stones and broken shells, till you get into 25 or 30 fathoms, it then becomes rocky. The current sets exceeding strong and irregular; in less than an hour it will run all round the compass. All ships and vessels should endeavour to steer clear of this shoal, for I am persuaded that in a fresh gale of wind they must strike; if not the sea must run so as to founder them.

By four days observation, the weather being exceeding clear, found the shoal to lie in lat. $43^{\circ} 04'$ N. long. $69^{\circ} 05'$ W.

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Directions for sailing into Boston Harbour.

If bound to *Boston* from the southward, cross *George's bank* in latitude $42^{\circ} 10'$ N. in which the shallowest water you have will be 36 fathoms, from which you steer W. by N. $\frac{1}{2}$ N. 45 leagues, and if clear weather you will see *Cape Ann* on your starboard hand and *Cape Cod* on your larboard hand. Take care not to go to the northward of $42^{\circ} 40'$, for fear of *Cashe's ledge*, which lies E. $\frac{1}{2}$ N. 23 leagues from *Cape Ann*. From *Cape Ann* to *Boston* light-house the course is S.W. distance 8 $\frac{1}{2}$ leagues. After making the light, with the wind fair, you will bring it to bear W. by N. or W.N.W. and then run for it, till you come within two cable's length of it. If the weather is bad, and you cannot get a pilot from the light-house, after running abreast of it, so as to bring it to bear N. by E. you may run W. by S. about $1\frac{1}{2}$ mile to *Nantasket road*, where you may anchor in from 7 to 5 fathoms in safety.

To work into *Boston bay* you may stand to the southward till you bring the light to bear W.N.W. and to the northward till you bring it to bear W.S.W. till you come within one league of the light; then you must not stand to the northward any further than to bring it to bear W. by N. and to the southward to bring it to bear W.N.W. You may anchor in the bay with safety if the wind is off the shore. If you fall to the southward of *Boston harbour*, be careful to avoid *Cohasset rocks*, which lie above water some distance from the land, the outer part of which, called *Minot's rock*, has a black buoy on it, that lies in 5 fathoms water, which you leave on your larboard hand. Your course from this buoy to the light-house is N.W. $\frac{1}{2}$ N. distant 3 leagues. In running the above course and distance, you will pass a white buoy which lies in 4 fathoms water; that is on the N.E. part of *Harden's rocks*, and bears S.E. $\frac{1}{2}$ S. from the light-house, distant $1\frac{1}{2}$ league, which rocks may be seen 2 hours before low water, that you also leave on your larboard hand. There is another buoy on your larboard hand, which is red, that lies in 3 fathoms water on *Point Alderton*. When in the middle of the light-house channel steer W. by N. 1 mile distant, to the beacon on the spit, which you may run within $\frac{1}{2}$ of a cable's length of, leaving it on your starboard hand, opposite to which lies a black buoy in 2 fathoms water, on *George's island rocks*. Between the

* *Cape Cod* is low sandy land. *Cape Ann* is middling high, with many trees on it. There is a remarkable land called *Pigeon hill*, which appears like a boat bottom up.

† The light-house stands on a small island on the north entrance of the channel, (*Point Alderton* and *Nantasket heights* being on the south,) and is about 65 feet high. Two huts are erected here with accommodations for shipwrecked seamen. A cannon is lodged and mounted at the light-house to answer signals.

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light-house and *George's island* lies a rock called the *Centurion*, in mid channel, with 15 feet water on it. Your course from this to *Gallop's island point*, is N.W. by N. half a mile distant. From thence through the *Narrows* by *Nick's mate*, your course is N.N.W. half a mile distant. *Nick's mate* has a monument on it and must be left on your larboard hand, one cable's length distant, and then steer W. by N. for *Castle island*, distant 4 miles, when you will see a white buoy, which is on the *Castle rocks* in 2 fathoms, which you leave on your larboard hand. When abreast of the *Castle*, steer N.N.W. ¼ of a mile, to clear the *Upper middle ground*, which has a black buoy on it in 2 fathoms water, that you leave on your larboard hand; If the buoy should be removed, run N.N.W. till you bring the two northernmost steeples in *Boston* a handspike's length open, then steer N.W. by W. 2½ miles, which will carry you opposite the town.

Broad sound, which is the north entrance of *Boston harbour*, is not a proper channel for large vessels, but those who frequent it will follow the directions here given. When up with the *Graves*, which are a parcel of dry rocks that appear white, you must leave them on your larboard hand, one cable's length distant, then bring them to bear S.E. and run S.W. by W. 4 miles, when you will be up with *Long island head*, which is high and bluff, with two remarkable trees on it, that you leave on your larboard hand. In passing from the *Graves* to *Long island head*, you will see two buoys on your larboard hand, one of which is on a reef called the *Devil's back*, is painted red, and lies in 4 fathoms water; the other on *Ram-head bar*, which is black, and lies in 15 feet water; you will also pass a white buoy on your starboard hand, which lies on the N.E. point of *Faun bar*, in 2½ fathoms, when you must follow the directions above for the town.

The *Lower middle ground* lying in the way, the directions are as follows, viz.

On the *Lower middle ground*, which lies on the north side of the channel, a little above *Spectacle island*, (which is in part dry at low water,) on the eastern part of which is a red buoy, and on the western part a black buoy, in 2 fathoms water, which you must leave on your starboard hand.

Pudding Point, or *Shirley gut* entrance is between *Faun bar* and *Winship's bar*. You must bring it to bear S.W. and run for it, leaving *Shirley point* on the starboard and *Deer island* on the larboard hand. The channel from this gut to *Boston* is so crooked and narrow, that no person should attempt to go in with a large vessel, unless acquainted, without a pilot.

Vessels outward bound, from *Boston* light-house, who would wish to fall in with *Cape Cod*, the course is E.S.E. distant 15 leagues thence 9 leagues to the light-house. When up with the light-house, and it bears S.W. 2 leagues distant, you may then steer S.S.E. which will carry you out of the south channel.

Vessels in *Boston bay*, who would wish to put away for *Cape Cod harbour*, must endeavour to fall in with the *Race*. If in the night, and you cannot see the land, you must bring the light to bear E. by N. and run for it until you have soundings in 14 or 15 fathoms water—then steer N.E. until the light bears E. by S. then run in N.W. for the harbour.

When between *Cape Ann* and *Cape Cod*, you will have from 35 to 19 fathoms water, which latter sounding is within 2 leagues of *Boston* light-house; the quality of the soundings is more to be depended on than the depth of the water. As you will find a difference of 5 or 6 fathoms in running a cable's length, you will observe that the quality of soundings is rough on *Cape Ann* side, and sandy on *Cape Cod*.

At full and change, it is high water off *Race point* at 10 o'clock and 45 minutes. Vessels in leaving *Cape Cod*, bound to *Boston*, should calculate the tide, as the flood sets strong to the S.W.

N.B. The upper buoys will be taken up during the winter season. [See the Plate.

Directions from Boston Light-house to Cape Elizabeth.

FROM *Boston* light-house to *Thatcher's island*, which lies 2 miles from *Cape Ann*, the course is N.E. and the distance 8½ leagues; but to clear the *Londoner*, which you leave on your larboard hand when bound to *Cape Elizabeth*, the course is N.E. by E. About half way, and near the north shore, is a high bold rock, called *Half way rock*, of about 30 fathoms diameter, and lies S.W. by W. distant 7½ miles from the eastern point of *Cape Ann*.

From *Thatcher's island*, E.S.E. one quarter of a mile, lies a ledge of rocks called the *Londoner*, which show themselves at half tide, and extend E.N.E. and W.S.W. distant 2 miles from the island. If you should be forced to the northward of *Cape Ann*, there is a very clear bay, called *Ipswich bay*, and N. E. from it lies the harbour of *Portsmouth*, the entrance to which is formed by *Great Island* on the West, and *Gerrish's Island* on the East; on the former of which the town of *New-Castle* is built.

From *Cape Ann* to the *Iles of Shoals* the course is N. ½ E. distant 7 leagues. These isles are low and level, and near 2 miles in length. South from their west end, half a mile distant, lies a rock, which may be seen at half tide, and by giving the west end of these islands a birth of half a mile, a N. by E. course will carry you to the entrance of *Portsmouth harbour*, 8 miles distant.

Strangers should never attempt to go round the east end of these islands; but if driven thereto, give them a birth of ½ a mile, and steer N.W. by N. which will carry you to *Portsmouth*. N.E. from the east end of these islands, 4 miles distant, lies *York ledge*, which is always to be seen, and extends N.E. and S.W. 2 miles. From *York ledge* to **Boon island* the course is E.N.E. distant 9 miles. From *Boon island* to *Boon island rock* (on which the sea always breaks) the course is E. and the distance 3 miles. From *Boon island* to *Wood island* the course is N.N.E. distant 12 leagues, and from thence to *Cape Elizabeth* the course is N.E. ½ E. and the distance 4 leagues.

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Directions for sailing in and out of Boston Bay from Cape Cod or Cape Ann to Boston Light-house.

BOSTON light-house stands on a small island at the north entrance of the channel, about 65 feet high. To steer for it from *Cape Cod*, your course is W.N.W. when within 1 league of the cape. From *Cape Cod* to the light-house is about 15 leagues. From *Cape Ann* to the light-house the course is S.W. distance 8½ leagues.

The next light-houses on the course eastward are those on *Thatcher's island*—an island which contains about 30 acres of land, secured by an iron bound shore, and is situated about 2 miles east of the main land of *Cape Ann*. This island affords no harbour, nor is there any safe anchorage very near it: there is a passage between that and the main, through which small vessels may pass even at low tide; but the water is shoal and the bottom covered by a collection of large round stones. The light houses were erected there for the benefit of vessels coming in from sea, as well as for those coasting around the shores. As soon as these lights are discovered they can know their real situation; for being two lights, they cannot be taken for the single light at *Boston harbour*, or for the *Plymouth* lights, where there are also two, but the distance

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**Boon island is very low land, about one quarter of a mile in length.*

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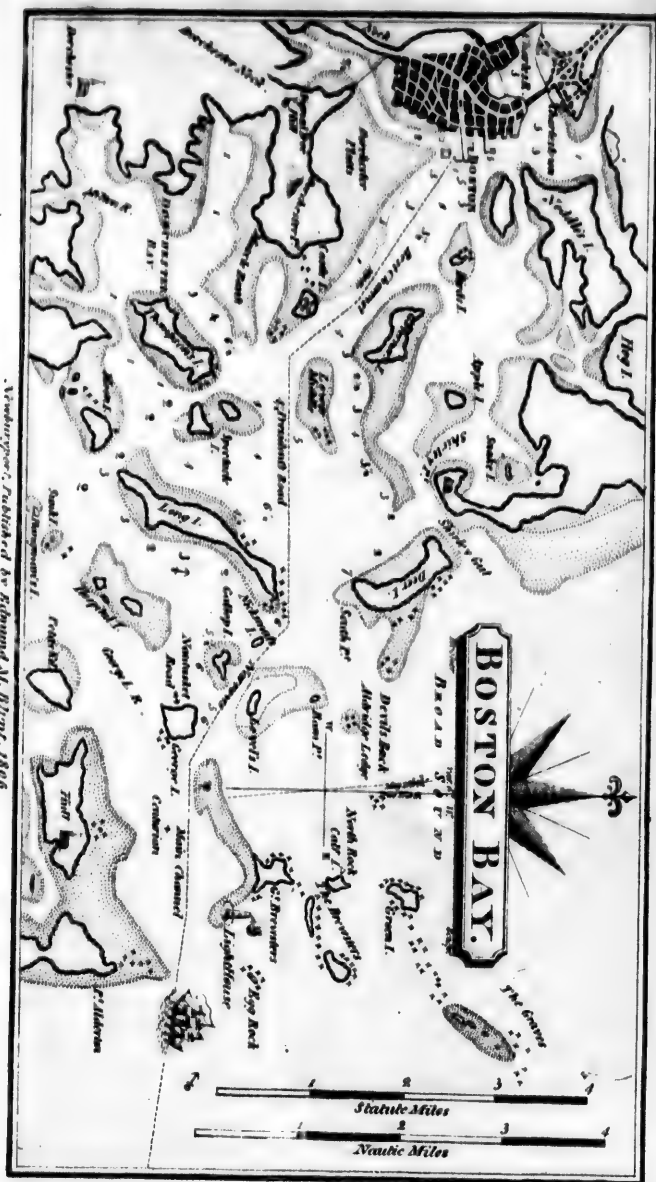
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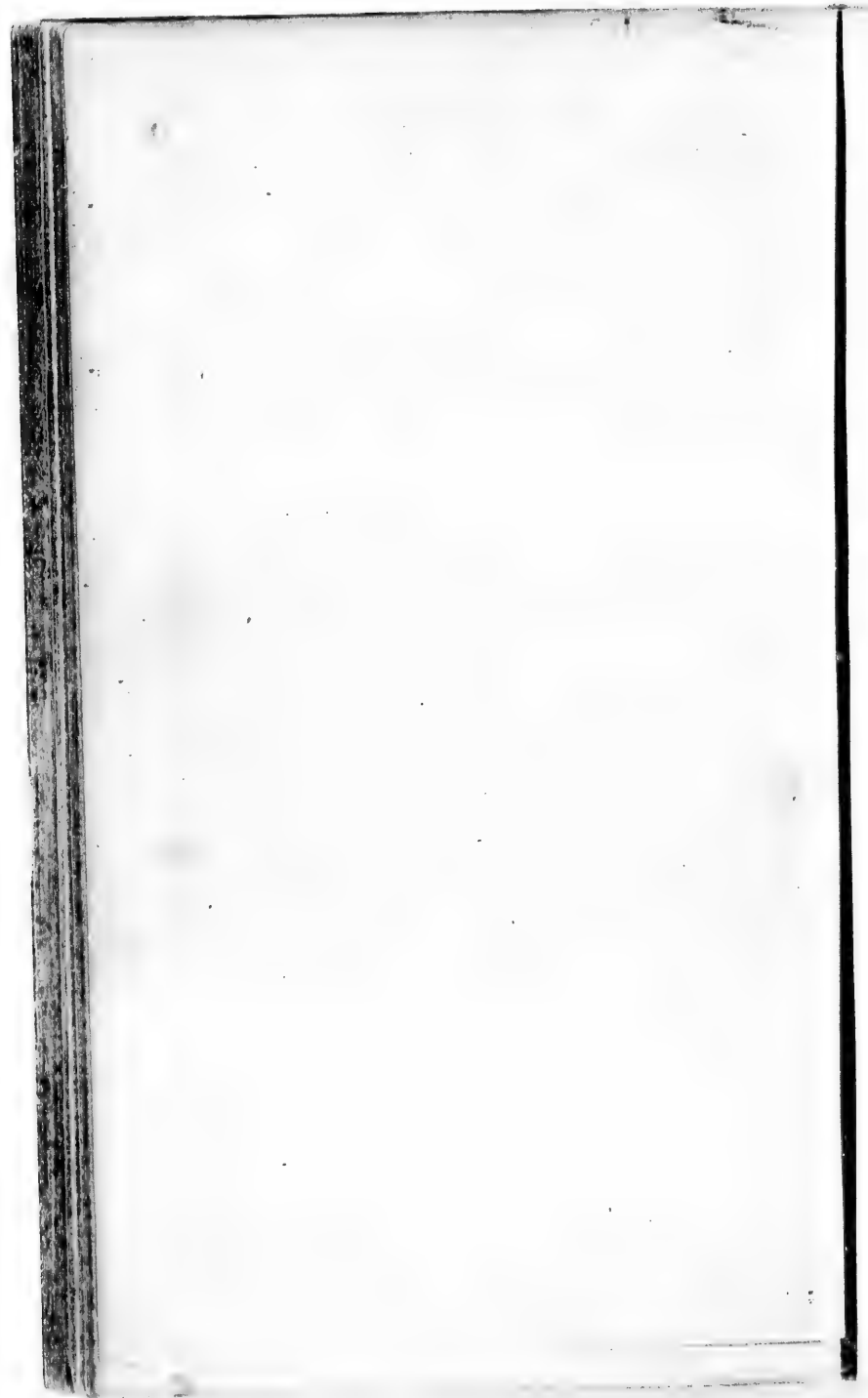
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between them is only 11 feet and 6 inches, while the distance between those on *Thatcher's island* is about one fourth of a mile, and can be brought to range one with the other when you are abreast of the island, and bear N. by E. and S. by W. from each other, and those on *Plumb island* bear E. by N. and W. by S. from each other. But the *Plymouth* lights cannot be so arranged from the north until you are on the shore, and from the south only when you are near in with the land. The lights on this island are of great use to all vessels in their passage in or out, as they point out the situation of the *Salvages* on the north, and the *Londoner* on the south. Besides from the different bearings of the lights, a safe departure may be taken for the different harbours in the bay, as well as for those bound northerly and to sea. For remarks more minute you will find them in the directions for sailing to *Boston light*, to *Baker's island*, and to those on *Plumb island* at the mouth of *Newburyport harbour*.

.....
*Directions for *Plymouth Harbour.*

THE high land of the Monument bears from the lights S. $\frac{1}{2}$ W. 3 miles, and Monument point, S. S. E. 3 leagues, and *Branche's point*, N. $\frac{1}{2}$ W. about 3 leagues, *Saguash head*, W. $\frac{1}{2}$ S. 3 miles, the easternmost part of *Brown's islands* or shoal that dries, S. S. W. $1\frac{1}{4}$ mile, and the *Gurnet rock* from the body of the light house E. by S. $\frac{1}{2}$ S. one third part of a mile; on this rock you have but three feet at low water, at which time all the soundings were taken. — When you have shut in the *Sandy hill* with the *Gurnet head*, you are clear of the rock; after which you must mind not to haul in too close to the head, as there are many sunken rocks some distance from the shore. When you bring *Saguash head* to bear W. by N. you may then steer up W. by S. and if you are bound for *Plymouth*, you must keep that course for a large red cliff on the main, which is a very good mark to carry you clear of *Dick's flat*; then you must steer more southerly for *Beach point*, or run up until you are abreast of *Saguash head*, giving it one quarter of a mile distance; then steer W. by S. $\frac{1}{2}$ S. which will clear you of *Dick's flat*, and carry you directly for *Beach point*, keeping within 15 or 20 yards of the *Sandy point*, steering away to the southward, keeping that distance until you have shut in the lights, where you may anchor in 3 and 4 fathoms, but the channel is very narrow, having nothing but a flat all the way to *Plymouth*, except this small channel, which runs close by this neck of land, you will have 4 and 5 fathoms close to this point. If you are bound into the *Cowyard*, you must steer as before directed, which will clear you of *Dick's flat* and the *Muscle bank*, observing to keep the house on the *Gurnet head* just open with *Saguash head*, until you have opened the *High Pines* with *Clerk's islands*; then you are clear of the *Muscle bank*, when you may steer N. W. until you have 3 fathoms at low water, not running into less.

In coming from the northward, bound into *Plymouth*, you must not bring the lights more southerly than S. by W. to avoid *High Pine ledge*, which lies

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 *This harbour is capacious, but shallow, and is formed by a long and narrow neck of land, called *Salt-house beach*, extending southerly from *Marshfield*, and terminating at the *Gurnet head*, and by a smaller beach within, running in an opposite direction, and connected with the main, land near *Eel river*, about 3 miles from the town. There are two light houses on the *Gurnet*, which are about 66 feet above the surface of the sea, and cannot be brought into one to the northward, unless you are on the shore. But to the southward you may bring them in one, which is a very good mark to clear you of *Brown's island* or *Sand bank*. On *Salt-house beach*, is placed one of the huts erected and maintained by the Humane Society of Massachusetts, for the reception and relief of shipwrecked mariners. There is a breach in the inner beach, which exposes the shipping, even at the wharves, during an easterly storm.

north from the *Gurnet head*, about $2\frac{1}{2}$ or 3 miles. When you are on the shoalest part of this ledge, some part of which appears at low ebbs, you will have the *High Pines* in range with *Captain's hill*, which will then bear W. by S. This ledge of rocks lies $1\frac{1}{2}$ mile from the shore, extending about N.N.E. for near a mile, and close to this ledge you will have 4 and 5 fathoms, which deepens gradually as you run from it to the eastward; within 1 mile you will have 10 and 12 fathoms.

In coming from the southward, bound into *Plymouth*, you must not open the northern light to the westward, but keep them in one, which will carry you in 5 fathoms by the easternmost part of *Brown's islands* or shoal, keeping that course until you are within half a mile of *Gurnet head*, or higher, where you will have but 4 fathoms; then *Saquash head* will bear W. by N. a little northerly, and the two outermost trees on the head in one; then you may steer directly for them, until you bring the light-house to bear E. N. E. and the house on *Saquash* to bear N. W. just open with the first *Sandy beach*, where you may anchor in 4 fathoms in *Saquash road*, good clear bottom; but if you are bound for *Plymouth*, or the *Cowyards*, you must steer as before directed. If in the night, it is best to anchor here, as it is difficult to make *Beach point*, if dark, or to go into the *Cowyard*.

In turning into *Plymouth*, you must not stand to the northward into less than 3 fathoms, as it runs a flat a long way from the *Gurnet head* to *Saquash*; and from both the heads lies off a point of rocks a good way from the shore, many of them but just under water at low ebbs. And all the way from *Saquash* to the *Muscle bank*, you have shoal water; so that you must not stand in less than before mentioned. And in standing over for the sands to the southward, you must go about as soon as you have shoaled your water to 4 fathoms, as it is bold too, and you may observe the rips, unless it is very smooth. This sand extends from abreast of the lights to *Beach point*, most of which is dry at low ebbs. From the easternmost part of this sand to *Dick's flat* it rounds with a considerable sweep; you have but 5 fathoms water from the easternmost part of *Brown's island* to the *Gurnet head*, and not more than 7 or 8 until you are abreast of *Dick's flat*, where you will have 13 or 14 fathoms in a deep hole, and then shoalen to 5 fathoms abreast of *Beach point*.

If you should fall into the southward of *Brown's islands* or shoal, between them and the *Monument land*, where you have 20 fathoms in some places, you must not attempt to run for the lights, until you have them shut in one with the other, when they will bear N.N.W. $\frac{1}{2}$ W.; if you do, you may depend on being on *Brown's islands* or shoal, as there is no passage for even a boat at low water.

In coming in from the northward in the night, you must not bring the lights to bear more southerly than S. by W. to avoid *High Pine ledge*, and keep that course until you have them to bear N.W. or N.W. by W. when you will be clear of the rock, and may steer up W. by S. until you have the lights to bear E.N.E. where you had best anchor in the night. Here the tide runs strong channel course from the *Gurnet* to the *Race point* of *Cape Cod*; the course is E. $\frac{1}{2}$ N. about 6 leagues distance; and from the *Gurnet* to the point going in to *Cape Cod harbour*, is E. by S. 7 leagues. If you should make the lights in hard northerly or N. W. winds, and cannot get into *Plymouth*, you may then run for *Cape Cod harbour*, bringing the lights to bear W. by N. and steer directly for the harbour, which you may do unless it is very dark, as it is bold too—and you may see the *Sandy Hills* before you can get on shore. You may keep within a hundred yards of the shore, until you are up with the point that runs out to the eastward, which you must give a quarter of a mile distance, and then steer up N. W. If it should blow so hard that you cannot turn up the

harbour, you may anchor off the point, clear bottom; you have 8 and 9 fathoms very nigh the shore, so that there is no danger of being on it, unless very dark.

At the *Gurnet* and *Plymouth* the tides are much the same as at *Boston*; that is, a S. E. moon makes full sea.

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Directions for *Cape Cod Harbour.

IN passing *Race point* to the southward, you must give it a birth of one mile, as there is a long flat of sand that lies to the southward of said point. You must not haul to the eastward till you come near *Herring cove*.

Vessels inward bound, who fall in with the back of *Cape Cod*, may bring the light to bear S. W. 2 leagues distant, and then steer W. N. W. for *Boston* light-house.

If you wish to go into *Cape Cod Harbour*, you may keep the shore aboard about a mile distant, where you will have 10 fathoms water. There is a bar lies off the back of the cape, about half a mile from the shore, called *Picked-kill bar*.

When up with *Race point*, you will find it very bold about 3 leagues to the westward of the light-house, and it may be known by a number of fish houses on it. From 1 to 3 miles to the southward of *Race point* is what is called *Herring cove*, where you may have good anchorage half a mile from the shore, the wind from E. to N. N. E. in 4 or even in 3 fathoms water.

If bound into *Cape Cod harbour*, your course from *Race point* to *Wood end*, is S. S. E. 6 miles distance. Bring the light to bear E. by N. and run for it about 2 miles; you will then be clear of *Wood end*—then you must steer N. E. until the light bears E. by S. then run N. W. for the harbour, until you have from 4 to 3½ fathoms water, where you will have good anchoring; the light will then bear E. by S. ½ S. 5 or 6 miles distance.

In running from *Race point* to *Wood end*, after you pass the *Black land* or *Hammucks*, you will come up with a low sandy beach which forms the harbour, extending between 2 and 3 miles to *Wood end*, which is difficult to be distinguished in the night: it is very bold, and you will have 25 fathoms water within half a mile of the shore.

In beating into *Cape Cod harbour* you must keep the eastern shore aboard until you get into 5 fathoms water. Stand no further to the westward than to bring the light to bear E. by S. as there is a long spit of sand runs off from the western shore, which being very bold, you will have 11 fathoms water within a stone's throw of the shore.

If it blows so hard that you cannot beat into the harbour, you will have good anchoring without, from 10 to 15 fathoms water. Or if it blows hard at N. E. bring *Race point* to bear N. W. by N. and steer S. E. by S. 7 leagues, which course will carry you into *Wellfleet*, formerly called *Billengale*. In steering this course you will make *Harwich* right a-head. When you open the bay, you will bring an island on your larboard hand, when you may haul to the eastward, and anchor safe from all winds.

* For a description of *Cape Cod*, see the following page.

† The light-house is erected on land at the *Clay point*, elevated about 150 feet, which, with the elevation of the lantern, makes the whole height 260 feet above high water mark. In order that this light may be distinguished from the *Boston* and other lights on our coast, an eclipser is erected, which will revolve around the lamp once in 80 seconds, so that the light will be nearly excluded from the eye of the approaching mariner about 30 seconds, in one revolution of the eclipser.

Description of the eastern coast of the county of Barnstable, from Cape Cod, or Race Point, in lat. $42^{\circ} 5'$ to Cape Malebarre, or the Sandy Point of Chatham, in lat. $41^{\circ} 33'$; pointing out the spots on which the Trustees of the Humane Society have erected Huts, and other places where shipwrecked Seamen may look for shelter. By a Member of the Humane Society.

THE curvature of the shore, on the west side of Provincetown, and south of Race Point, is called Herring Cove, which is three miles in length. There is good anchoring ground here; and vessels may ride safely in 4 or 5 fathoms of water, when the wind is from north-east to south-east.

On Race Point stand about a dozen fishing huts, containing fire-places and other conveniences. The distance from these huts to Provincetown, which lies on Cape Cod harbour, is three miles. The passage is over a sandy beach, without grass, or any other vegetable growing on it, to the woods, through which is a winding road to the town. It would be difficult, if not impossible, for a stranger to find his way thither in the dark; and the woods are so full of ponds and entangling swamps, that if the road was missed, destruction would probably be the consequence of attempting to penetrate them in the night.

Not far from Race Point commences a ridge, which extends to the head of Stout's Creek. With the face to the east, on the left hand of the ridge is the sandy shore; on the right is a narrow sandy valley; beyond which is naked sand, reaching to the hills and woods of Provincetown. This ridge is well covered with beach grass, and appears to owe its existence to that vegetable.

Beach grass, during the spring and summer, grows about two feet and an half. If surrounded by naked beach, the storms of autumn and winter heap up the sand on all sides, and cause it to rise nearly to the top of the plant. In the ensuing spring, the grass sprouts anew; is again covered with sand in the winter, and thus a hill or ridge continues to ascend, as long as there is a sufficient base to support it, or till the circumscribing sand, being also covered with beach grass, will no longer yield to the force of the winds.

On this ridge, half way between Race Point and the head of Stout's Creek, the Trustees of the Humane Society have erected a hut. It stands a mile from Peaked Hill, a land-mark well known to seamen, and is about two miles and a half from Race Point. Seamen cast away on this part of the coast, will find a shelter here; and in north-east storms, should they strike to the leeward of it, and be unable to turn their faces to the windward, by passing on to Race Point, they will soon come to the fishing huts before mentioned.

At the head of Stout's Creek the Trustees have built a second hut. Stout's Creek is a small branch of East Harbour in Truro. Many years ago there was a body of salt marsh on it; and it then deserved the name of a creek. But the marsh was long since destroyed; and the creek now scarcely exists, appearing only like a small depression in the sand, and being entirely dry at half tide. The creek runs from north-west to south-east, and is nearly parallel with the shore on the ocean, from which it is at no great distance. Not far from it the hills of Provincetown terminate; and should not the hut be found, by walking round the head of the creek, with the face to the west, the hills on the right hand, and keeping close to the shore on the harbour, in less than an hour the shipwrecked seamen would come to Provincetown.

The Humane Society, several years ago, erected a hut at the head of Stout's creek. But it was built in an improper manner, having a chimney in it; and was placed on a spot where no beach grass grew. The strong winds blew the sand from its foundation, and the weight of the chimney brought it to the ground so that in January, 1802, it was entirely demolished. This event took place about six weeks before the Brutus was cast away. If it had remained it is probable that the whole of the unfortunate crew of that ship would have been saved, as they gained the shore a few rods only from the spot where the hut had stood.

The hut now erected stands on a place covered with beach grass. To prevent any accident from happening to it, or to the other hut near Peaked Hill, the Trustees have secured the attention of several gentlemen in the neighbourhood. Dr. Thaddeus Brown, and Capt. Thomas Smalley, of Provincetown, have engaged to inspect both huts, to see that they are supplied with straw or hay in the autumn, that the doors and windows are kept shut, and that repairs are made when necessary. The Rev. Mr. Damon, of Truro, has also promised to visit the hut at Stout's creek twice or thrice a year; and the Rev. Mr. Whitman, of Wellfleet, distinguished through the county for his activity and benevolence, has undertaken, though remote from the place, the same charge.

From the head of Stout's Creek to the termination of the salt marsh, which lies on both sides and at the head of East Harbour river, the distance is about 3½ miles. A narrow beach separates this river from the ocean. It is not so regular a ridge as that before described, as there are on it one or two hills which the neighbouring inhabitants call islands. It may without much difficulty be crossed every where, except over these elevations. By these hills, even during the night, the beach may be distinguished from those hereafter to be mentioned. It lies from N.W. to S.E. and is in most parts covered with beach grass. The hills have a few shrubs on the de-

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elivities next the river. At the end of the marsh the beach subsides a little, and there is an easy passage into a valley, in which are situated two or three dwelling-houses. The first on the left hand, or south, is a few rods only from the ocean.

The shore, which extends from this valley to Race Point, is unquestionably the part of the coast the most exposed to shipwrecks. A N.E. storm, the most violent, and fatal to seamen, as it is frequently accompanied with snow, blows directly on the land; a strong current sets along the shore; add to which, that ships, during the operation of such a storm, endeavour to work to the northward, that they may get into the bay. Should they be unable to weather Race Point, the wind drives them on the shore, and a shipwreck is inevitable. Accordingly, the strand is every where covered with the fragments of vessels. Huts, therefore, placed within a mile of each other, have been thought necessary by many judicious persons. To this opinion the Trustees are disposed to pay due respect; and hereafter, if the funds of the Society increase, new huts will be built here for the relief of the unfortunate.

From the valley above mentioned the land rises, and less than a mile from it the high land commences. On the first elevated spot, (the Clay Pounds) stands the Light-house. The shore here turns to the south; and the high land extends to the table land of Eastham. This high land approaches the ocean with steep and lofty banks, which it is extremely difficult to climb, especially in a storm. In violent tempests, during very high tides, the sea breaks against the foot of them, rendering it then unsafe to walk on the strand, which lies between them and the ocean. Should the seaman succeed in his attempt to ascend them, he must forbear to penetrate into the country, as houses are generally so remote, that they would escape his research during the night; he must pass on to the valleys, by which the banks are intersected. These valleys, which the inhabitants call Hollows, run at right angles with the shore; and in the middle, or lowest part of them, a road leads from the dwelling-houses to the sea.

The first of these valleys is Dyer's Hollow, $1\frac{1}{2}$ mile south of the light-house. It is a wide opening, being 200 rods broad, from summit to summit. In it stands a dwelling-house, a quarter of a mile from the beach.

A mile and a half south of Dyer's Hollow, is a second valley, called Harding's Hollow. At the entrance of this valley, the sand has gathered; so that at present a little climbing is necessary. Passing over several fences, and taking heed not to enter the wood on the right hand, at the distance of three quarters of a mile, a house is to be found. This house stands on the south side of the road; and not far from it, on the south, is Pamet river, which runs from east to west through a body of salt marsh.

The third valley, half a mile south of Harding's Hollow, is head of Pamet Hollow. It may with ease be distinguished from the other hollows mentioned, as it is a wide opening, and heads immediately over a beach to the salt marsh at the head of Pamet river. In the midst of the hollow the sand has been raised by a brush fence, carried across it from north to south. This must be passed, and the shipwrecked mariner will soon come to a fence which separates what is called the road from the marsh. If he turns to the left hand, or south, at the distance of a quarter of a mile, he will discover a house. If he turns to the right hand, at the distance of half a mile, he will find the same house, which is mentioned in the foregoing paragraph.

The fourth opening, three quarters of a mile south of Head of Pamet, is Brush Valley. This hollow is narrow, and climbing is necessary. Entering it, and inclining to the right, three quarters of a mile will bring seamen to the house, which is situated at the Head of Pamet. By proceeding straight forward, and passing over rising ground, another house may be discovered, but with more difficulty.

These three hollows, lying near together, serve to designate each other. Either of them may be used; but Head of Pamet Hollow is the safest.

South of Brush Valley, at the distance of 3 miles, there is a fifth opening, called Newcomb's Hollow, east of the head of Herring river in Wellfleet. This valley is a quarter of a mile wide. On the north side of it, near the shore, stands a fishing hut.

Between the two last valleys the bank is very high and steep. From the edge of it, west, there is a strip of sand, 100 yards in breadth. Then succeeds low brushwood, a quarter of a mile wide, and almost impassable. After which comes a thick, perplexing forest, in which not a house is to be discovered. Seamen, therefore, though the distance between these two valleys is great, must not attempt to enter the wood, as in a snow storm they would undoubtedly perish. This place, so formidable in description, will however lose somewhat of its terror, when it is observed; that no instance of a shipwreck on this part of the coast is recollected by the oldest inhabitants of Wellfleet.

Half of a mile south of Newcomb's Hollow, is the sixth valley, called Pearce's Hollow. It is a small valley. A house stands at the distance of a little more than a quarter of a mile from the beach, W. by S.

The seventh valley is Cohoon's Hollow, a half of a mile south of Pearce's Hollow. It is not very wide. West from the entrance, several houses may be found at the distance of a mile. This hollow lies E. by N. from Wellfleet meeting-house.

Two miles south of Cohoon's Hollow, the eighth valley is Snow's Hollow. It is smaller than the last. West from the shore, at the distance of a quarter of a mile, is the county road, which goes round the head of Blackfish creek. Passing through this valley to the fence, which separates

the road from the upland and marsh at the head of the creek, a house will immediately be found by turning to the right hand, or north. There are houses also on the left, but more remote. The High Land gradually subsides here, and $1\frac{1}{2}$ mile south terminates at the ninth valley, called Fresh Brook Hollow, in which a house is to be found a mile from the shore, west.

The tenth, $2\frac{1}{2}$ miles south from Fresh Brook Hollow, is Plum Valley, about 300 yards wide. West is a house, three quarters of a mile distant.

Between these two valleys is the Table Land.

After this there is no hollow of importance to Cape Malebarre.

From Fresh Brook Hollow to the commencement of Nauset beach, the bank next the ocean is about 65 feet high. There are houses scattered over the plain, open country: but none of them are nearer than a mile to the shore. In a storm of wind and rain they might be discerned by day light: but in a snow storm, which rages here with excessive fury, it would be almost impossible to discover them either by night or by day.

Not far from this shore, south, the Trustees have erected a third hut, on Nauset beach. Nauset beach begins in latitude $41^{\circ} 51'$, and extends south to latitude $41^{\circ} 41'$. It is divided into two parts by a breach which the ocean has made through it. This breach is the mouth of Nauset or Stage harbour; and from the opening the beach extends north $2\frac{1}{2}$ miles, till it joins the main land. It is about a furlong wide, and forms Nauset harbour, which is of little value, its entrance being obstructed by a bar. This northern part of the beach may be distinguished from the southern part by its being of a less regular form: Storms have made frequent interruptions thro' the ridge, on which beach grass grows. On an elevated part of the beach, stands the hut, about $1\frac{1}{2}$ mile N. of the mouth of Nauset harbour. Eastham meeting-house lies from it W. S. W. distant $1\frac{1}{2}$ mile. The meeting-house is without a steeple; but it may be distinguished from the dwelling-houses near it by its situation, which is between two small groves of locusts; one on the south and one on the north, that on the south being three times as long as the other. About $1\frac{1}{2}$ mile from the hut, W. by N. appear the top and arms of a wind mill. The Rev. Mr. Shaw and Elisha Mayo, Esq. of Eastham, have engaged to inspect this building.

The southern part of Nauset beach, most commonly called Chatham beach, and by a few persons Potanunauquut beach, begins at the mouth of Nauset harbour, and extends 8 or 9 miles south to the mouth of Chatham harbour. It is about 50 rods wide. A regular, well formed ridge, which in the most elevated part of it is 40 feet high, runs the whole length of it; and, with the exception of a few spots, is covered with beach grass. This beach forms the barrier of Chatham harbour, which, from Strong island, north, receives the name of Pleasant bay. A mile south of the entrance of Nauset harbour, it joins the main land of Orleans, except in very high tides, when the sea flows from the north eastern arm of Pleasant bay into the harbour of Nauset, completely insulating the beach. By those, who are acquainted with the shallow, it may be safely forded at any time; but strangers must not venture to pass it, when covered with water, as below, the channel is 7 feet deep. On this beach, about half way between the entrances of Nauset and Chatham harbours, the Trustees have erected a fourth hut. The spot selected is a narrow part of the beach. On the west, the water adjoining it is called Bass Hole. Salt marsh is north and south of it next the beach, but is here interrupted. Orleans meeting-house lies from it N. W. The meeting-house is without a steeple, and is not seen; but it is very near a wind-mill placed on an elevated ground, a conspicuous object to seamen coming on the coast. It may be necessary to add that there are three wind-mills in Orleans, forming a semi-circle, that the mill referred to is on the right hand, or N. E. point, and that the mill in the middle point of the semi-circle stands on still higher ground. The meeting-house of Chatham is situated from it S. W. This meeting house is also without a steeple, and is concealed by Great Hill, a noted land mark. The hill appears with two summits, which are a quarter of a mile apart. The hut lies east from Sampson's island in Pleasant bay. Timothy Bascom, of Orleans, has undertaken to inspect this hut.

Let seamen should miss this hut, by striking to the leeward of it, the Trustees have erected another on the same beach. It stands a mile north of the mouth of Chatham harbour, east of the meeting-house, and opposite the town.

Another spot on the same beach would be a proper situation for a hut. It is north of the fourth hut, and east of the middle of Pochet island. The highest part of the ridge is near it. S. A break in the ridge, over which the sea appears sometimes to have flowed, divides this high part from the northern portion of the beach.

On the beach of Cape Malebarre, or the sandy point of Chatham, the Trustees have built a sixth hut. This beach stretches from Chatham, 10 miles into the sea, toward Nantucket; and is from a quarter to three quarters of a mile in breadth. It is continually gaining south: above 3 miles have been added to it during the past 50 years. On the east side of the beach is a curve in the shore, called Stewart's Bend, where vessels may anchor with safety, in 3 or 4 fathoms of water, when the wind blows from N. to S. W. North of the bend there are several bars and shoals. A little below the middle of the beach, on the west side, is Wreck Cove, which is navigable for boats only. The hut stands 200 yards from the ocean, S. E. from the entrance of Wreck Cove, a half of a mile. Between the mouth of the cove and hut, is Stewart's Knoll, an elevated part of the beach. The distance of the hut from the commencement of the beach is 6 miles, and from its termination 4. Great Hill, in Chatham, bears N. by W. distant 6 miles; and

the south end of Morris' island, which is on the west side of the beach, N by E. distant 4 miles. Richard Sears, Esq. of Chatham, has engaged to visit the two last mentioned huts.

Two miles below the sixth hut is a fishing house, built of thatch, in the form of a wigwam. It stands on the west side of the beach, a quarter of a mile from the ocean. Annually in September it is renewed; and generally remains in tolerable preservation during the winter.

Another spot, a few rods from the sea, 4 miles south from the commencement of the beach, and half a mile north of the head of Wreck Cove, would be a proper situation for a hut. A little south of this spot, in storms and very high tides, the sea breaks over from the ocean into Wreck Cove.

Cape Malebarre beach may be distinguished from the two beaches before described, not only by its greater breadth, but also by its being of a less regular form. It is not so well covered with grass as Chatham beach. From Stewart's Knoll, south, to the extremity, it is lowest in the middle. In this valley, and in other low places, fresh water may be obtained by digging 2 feet into the sand. The same thing is true of Nauset and Chatham beaches.

The six huts, the situation of which has thus been pointed out, are all of one size and shape. Each hut stands on piles, is 8 feet long, 8 feet wide, and 7 feet high; a sliding door is on the south, a sliding shutter on the west, and a pole, rising 15 feet above the top of the building, on the east. Within, it is supplied either with straw or hay, and is farther accommodated with a bench.

The whole of the coast, from Cape Cod to Cape Malebarre, is sandy, and free from rocks. Along the shore, at the distance of half a mile, is a bar, which is called the outer bar, because there are smaller bars within it, perpetually varying. This outer bar is separated into many parts by gizzles, or small channels. It extends to Chatham; and as it proceeds southward, gradually approaches the shore, and grows more shallow. Its general depth, at high water is 2 fathoms, and 3 fathoms over the gizzles; and its least distance from the shore is about a furlong. Off the mouth of Chatham harbour there are bars which reach three quarters of a mile; and off the entrance of Nauset harbour the bars extend half of a mile. Large, heavy ships strike on the Outer bar, even at high water, and their fragments only reach the shore. But smaller vessels pass over it at full sea; and when they touch at low water, they beat over it, as the tide rises, and soon come to land. If a vessel is cast away at low water, it ought to be left with as much expedition as possible; because the fury of the waves is then checked, in some measure, by the bar; and because the vessel is generally broken to pieces with the rising flood. But seamen, shipwrecked at full sea, ought to remain on board till near low water; for the vessel does not then break to pieces; and by attempting to reach the land before the tide ebbs away, they are in great danger of being drowned. On this subject there is one opinion only among judicious mariners. It may be necessary, however, to remind them of a truth, of which they have full conviction, but which, amidst the agitation and terror of a storm, they too frequently forget.

.....

From Cape Cod to Holmes' Hole.

BRING *Morris' island* to bear N.N.W. then, by steering S.S.E. $3\frac{1}{2}$ leagues; you will pass the *Pollock rip*, in 3 or 4 fathoms water; and if the weather is clear, you will make the light-house on *Sandy point*, (*Nantucket island*) $5\frac{1}{2}$ leagues distant; which bring to bear S. W. by W. then steer for the light-house, keeping it in this direction, and you will pass between the great and little round shoals. When you are within about 2 miles of the light-house, steer W.N.W. until you are past the *Point rip*, or you may bring the light-house to bear E. by S. and steer W. by N. taking care to make your course good for *Holmes' hole*, 11 leagues distant.

To go through the *Ship channel* steer from *Morris' island* S. S. E. until you pass the *Pollock rip* in 3 or 4 fathoms water; if the weather be clear, you will make the light-house: continue your course S.S.E.; S. by E. and S. until the light house bears W. from you; then steer directly for it, until you are within 2 miles of it. You should then steer N. W. until the light house bears S. W. by W. then steer W. by N. till the light-house bears E.S. E. and then steer W.N.W. making your course good for *Holmes' hole*. If you wish to anchor near the light-house, you may, after bringing it to bear S. by E. steer E.S.E. till the light-house bears N. and there come to anchor in 6, 7, or 8 fathoms water.

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Directions for sailing into Nantucket Harbour.

[NOTE.—As the harbour of Nantucket is well calculated for small vessels during the winter season, after they have entered the *Vineyard sound*, and the wind prevails at the northward, at which time it would not be prudent to come over the *Shoals* the Editor has inserted three different directions for sailing into it, either of which may be depended on.]

BRING the light-house on *Brant point* to bear S.S.E. $\frac{3}{4}$ E. and steer for it until you are about 2 cables length from it; then steer S. E. by E. or E.S.E. till *Brant point* bears S. and steer close along by it; keep as much as a cable's length from the shore at *Brant point*, until the light-house bears S. S.W. to avoid the *Brant point*, or *Light-house shoal*. As soon as it bears S. S.W. haul for the point, to avoid the *Coetue flats*. S. by E. will just lay a good reach across the harbour; but you must steer S. to avoid the *Pest-house shoal*; then you may stand far across the harbour, if the wind be westerly—if easterly, you may keep right for the wharves, as it could not be expected that a stranger could take the advantage of the laps and swashes on the bar; at middling tides he would have about 8 feet water—at neap tides not more than 7 to $7\frac{1}{2}$ feet—at spring tides 9 to $9\frac{1}{2}$ feet.

When you are about half way from the bar to the light-house, it would be best to steer about S. by E. or S. until the light-house bears S.E. by S. then run for it as above directed, as the straight course above will cross the corner of the *Black flat*; yet if the wind be easterly, there will be no danger; if the wind is westerly, you might get on the flat, as it lies on the east side of the channel, and the *Clift shoal* on the west side.

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2d. Directions for going into Nantucket Harbour.

OBSERVE the small light-house on the end of *Brant point*, and for a vessel that draws no more than 9 feet 3 inches, bring it to bear S.E. by S. when at the back of the bar, and run directly for it, which will carry you between the *Clift shoal* and *Black flats*; continue your course until you just shut in the north shore that is to the westward of the clift; then you are within the corner of the *Black flats*, when you may steer directly for the end of the point, and enter the harbour.

Distance between the <i>Light-house shoal</i> and <i>Flats</i>	-	-	60 rods.
.....between the <i>Flats</i> and <i>Clift shoal</i>	-	-	70
.....between the <i>Clift</i> and <i>Stub shoal</i>	-	-	78
.....between <i>Clift shoal</i> and <i>Bar</i>	-	-	110
Length of <i>Clift shoal</i> from shore	-	-	95

N. B. You will pass six buoys going into the harbour.

.....

3d. Directions for sailing into the Harbour of Nantucket by the Buoys.

WESTERN CHANNEL. THE first buoy you pass is a white one, which you leave on your starboard hand; the next a black one, which you leave on your larboard, said buoy bearing S.S.E. $\frac{1}{4}$ E. from the white buoy; then steer E. by S. leaving the next buoy, which is a black one, on the larboard hand. The next a white one, which leave on the starboard. Then steer S.S.E. leaving a red buoy on the larboard hand; then run as the shore lies, till you come near up with *Brant point*, on which a light-house is erected, which keep aboard all the way into the harbour.

EASTERN CHANNEL. The first buoy you pass is a red one, which you leave on your starboard hand; the next is a black one, which leave on the

Harbour.

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starboard hand; then steer E.S.E. till you come near a white buoy, which leave on your starboard hand; steer S.S.E. till you leave a red one on your larboard hand; then keep *Brant point* aboard, as before mentioned.

Vessels coming in the *Eastern Channel*, in the night, must bring the light on *Brant point* to bear S.E. by S. $\frac{1}{4}$ S. and run directly for it till they get the shore soundings; then leave *Brant point* shore aboard all the way into the harbour.

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Courses and distances from Nantucket Light-house.

FROM	Light-house to the	Courses.	Leagues.
.....	do. to the Handkerchief	N. by E.	4 $\frac{1}{2}$
.....	do. to the Snow Drift	N.N.E.	5
.....	do. to the Stone Horse	N.E. by N.	4
.....	do. to Sandy Point of Monomey	N. by E. $\frac{1}{4}$ E.	5 $\frac{1}{2}$
.....	do. to the Little Round Shoal	N.E.	8 $\frac{1}{2}$
.....	do. to the east end of Pollock Rip	N.E.	7
.....	do. to the Great Round Shoal	E.N.E.	5 $\frac{1}{2}$
.....	do. to the north end of Great Rip	E. by S. $\frac{1}{4}$ S.	5 $\frac{1}{2}$
.....	do. to the South Shoal	S. $\frac{1}{4}$ E.	12
.....	do. to Nantucket Harbour	S. S. W.	3
.....	do. to Tuckanuck Shoal	W.	3
.....	do. to East Chop of Holmes' Hole	W. by N.	11
.....	do. to the Horse Shoe	N.W. by W.	5 $\frac{1}{2}$
.....	do. to Hyannes	N.W. $\frac{1}{4}$ N.	6
.....	do. to Cape Sable	E.N.E.	83
.....	do. to the Shoal on George's Bank	E. $\frac{1}{4}$ N.	37
.....	the E. end of Nantucket (called Sancoty Head) to the South Shoal	S. $\frac{1}{4}$ E.	9 $\frac{1}{2}$

.....

Directions to those running for Block Island Channel, to the southward of Martha's Vineyard, Nantucket Island, and such as are bound into the Vineyard Sound, and intend going over the Shoals to the eastward.

IN approaching the south end of *Block island* from the southward, the water shoals gradually. When the island bears from N. W. to N. by W. the bottom is mud; this is commonly called *Block island channel*. This island, if you come from the southward, appears round and high; and if you approach it from the S.E. it appears like a saddle, being high at both ends, but highest to the southward. Your course from *Block island* to **Gay head*, is E.N.E. and the distance 14 leagues.

If you fall to the southward of *Martha's Vineyard*, and can see †*Noman's-land island*, and intend going over the shoal to the eastward, bring *Noman's land island* to bear west, and steer east, (making the course good,) which will carry you clear from all danger, and bring you up with *Sancoty head*, but you must not run direct for *Sancoty head* till it bears N.N.W. If it is night, you may see Nantucket light when *Sancoty head* bears as above, also bearing N.N.W. There is a shoal bearing S. by E. from *Sancoty head*, 1 $\frac{1}{2}$ mile dis-

**Gay head* is a kind of peninsula on *Martha's Vineyard*, between 3 and 4 miles in length, and 2 in breadth, the extremity of which forms the S. W. point of the Vineyard. The light-house is on the highest part of the head, about 60 rods from the water, 240 feet above the surface, and may be seen 7 or 8 leagues distant, when the weather is clear.

† *Noman's-land island*, lies a little S. W. of *Martha's Vineyard*, and is about three miles long, and 2 broad,

tant, which has not above 10 feet water on it at high water, called *Packick*, which joins on the *Old Man*, between which and the shore you may have good anchoring with the wind at N.W. You must keep your course N.N.W. in this channel, till you bring *Sancoty head* to bear S. W. when you must steer N.E. for the *Ship channel*. You may turn in or out of this harbour, only observing the flood and ebb tides, the former of which sets N.N.W. and the latter S.S.E. In this channel you will have from 4 to 5 fathoms water, and one league distant from *Packick reef* to the *Bank rip*.

If you are coming from sea, and make the island of *Nantucket* to the northward of you, it may be known by three wind-mills, which stand near each other upon an eminence. You may then steer directly for the land, until you are within half a mile; and may, if bound to the eastward, run along the shore in 4, 5, and 6 fathoms water, to the S.E. part of the island, where there are shoals and rips, on which you will have only 2½ or 3 fathoms water. Continue your course along the shore, until you bring *Sancoty head* to bear S. W. from you; then steer N.E. and you will go over the same shoals in the *Ship channel*, as you do in steering east from the light-house. *Sancoty head* is the easternmost head land of *Nantucket*.

If, in coming from sea, you make the south shoal, which lies in 40° 44' N. latitude, give it a birth of a mile. If you intend to make *Nantucket island*, steer N. by W. and when you come near the island, you may proceed along the shore, according to the former directions.

If, when you make the south shoal, you are bound to *Boston bay*, and choose to go to the eastward of all the shoals and rips, pass a mile or two to the eastward of the south shoal, then steer N.E. by E. until you deepen the water to 45 or 50 fathoms, and then steer N. by W. for the back of *Cape Cod*.

If you come from the eastward, and are bound for *Long island* or *New-York*, you should be careful not to go to the northward of 40° 30' N. latitude, until you pass the south shoal of *Nantucket*, the southernmost part of which lies in lat. 40° 44'. If by stress of weather you should be driven so far to the northward, as to be near *Nantucket island*, you may pass through the channel to the southward of the island, but this is a very difficult and dangerous passage, and never to be attempted but in case of necessity. *Martha's Vineyard island* lies in much the same latitude as *Nantucket island*, and may be known by a small round island, which lies at the southward of *Gay head*, called *Noman's-land island*, 8 miles distant. You may sail between this island and *Martha's Vineyard*, but you must take care to avoid a ledge of rocks, which bears from *Gay head* light N. W. by N. 1½ mile distant.

Ships, in passing the shoal ground on *George's bank* and *Nantucket shoals*, should take care to go between those shoals and the "*Gulph-stream*." As the

* This remarkable phenomenon is a current in the ocean, which runs along the coast at unequal distances from *Cape Florida* to the *Ile of Sable* and the banks of *Newfoundland*, where it turns off and runs down through the *Western Islands*; thence to the coast of *Africa*, and along that coast in a southern direction, till it arrives at, and supplies the place of those waters carried by the constant trade winds from the coast of *Africa* towards the west, thus producing a constant circulating current. This stream is about 75 miles from the shores of the southern States, and the distance increases as it proceeds northward. The width of it is about 40 or 50 miles, widening towards the north. Its common rapidity is 3 miles an hour. A south-east wind narrows the stream, renders it more rapid, and drives it nearer the coast. N.W. and W. winds have a contrary effect. The *Gulph-stream* is supposed to be occasioned by the trade winds, that are constantly driving the water to the westward, which being compressed in the *Gulph of Mexico*, finds a passage between *Florida* and the *Bahama islands*, and runs to the N. E. along the *American coast*. This hypothesis is confirmed by another fact; It is said that the water in the *Gulph of Mexico* is many yards higher than on the western side of the continent in the *Pacific Ocean*. It is highly probable that the sand carried down by great rivers into bays, and the current out of these bays meeting with the *Gulph-stream*, by their eddies have formed *Nantucket shoals*, *Cape Cod*, *George's bank*, the *Island of Sable*, &c. all of which are described.

southernmost part of the shoal ground on *George's bank* lies in $41^{\circ} 38'$ N. lat. and the northern limits of the *Gulph-stream*, directly south from this part of the shoal ground, extends to latitude 39° degrees, you should pass the shoal ground between these two latitudes. As the south part of *Nantucket shoals* lies in lat. $40^{\circ} 48'$, and the *Gulph-stream*, southward from this part, reaches as far to the northward as lat. $38^{\circ} 30'$, you should pass *Nantucket shoals* between these latitudes. The shoal ground on *George's bank* lies in long. $67^{\circ} 56' W.$ and the south shoal of *Nantucket* in $69^{\circ} 43' W.$

By observing the foregoing directions, and keeping between the *Gulph-stream* and the shoals, you will shorten your passage to *New-York*, *Delaware*, *Virginia*, or other western ports; for you will have the advantage of the eddy current, running contrary to the *Gulph-stream*; the latter would retard your progress at the rate of 60 or 70 miles a day. The *Nantucket* whalers, by their constant practice of whaling on the edge of the *Gulph-stream* all the way from their island to the *Bahamas*, are well acquainted with its course, velocity, & extent. A stranger may know when he is in the *Gulph-stream*, by the warmth of the water, which is much greater than that on either side of it. If, when you are crossing the *Gulph-stream*, you are bound to the westward, you should get out of it as soon as possible.

† *GAY HEAD* is the westernmost point of *Martha's Vineyard*. The land of this head is high and of divers colours, namely, red, yellow, and white in streaks. In steering from **Block island* for *Gay head*, you must be careful to avoid the *Sow and pigs*; they make a ledge of rocks, some of which are above and others under water. These rocks lie $2\frac{1}{2}$ miles S.W. by W. from the westernmost of *Elizabeth isles*, and N.W. by W. from *Gay head*, $3\frac{1}{2}$ leagues distant. The first of the flood tide sets strong to the northward over the rocks into *Buzzard's bay*, which is very foul. Within *Gay head* there is a fair sandy bay, in which is very good anchoring with south and south-easterly winds. Your course along *Elizabeth isles* is E.N.E. in 13, 14, 12, 8, 15, 16, and 17 fathoms water; give the isles a birth of about three quarters of a mile.

When coming from sea, you may run for *Gay head light*, when it bears from N.N.E. to E.S.E. giving it a birth of 2 miles to clear the *Devil's bridge*, which bears from the light N.W. by N. $1\frac{1}{2}$ mile distant. As measuring the distance in the night would be uncertain, you must keep your lead going, and if you should have 7 or 8 fathoms when the light bears S.E. by E. or S.E. haul up north till you have 10 or 12 fathoms; then with flood, steer N.E. and with ebb, N. E. by E. 3 leagues; then E.N.E. will be the course of the sound, which will carry you to the northward of the *Middle ground*, when you will see the west chop of *Holmes'-hole harbour*, (which appears like sand banks or cliffs,) with trees back of it, which you may run in for, but keep one mile distant from the shore till you open the east chop one cable's length; and with a flood tide steer direct for it, and with ebb keep it one point open, till you open a windmill on the west side of the harbour about 1 cable's length; then run up in the middle of the river, till you come to 4 or 3 fathoms, where you may anchor on good ground. The usual mark for anchor-

.....
Skillful navigators, who have acquired a knowledge of the extent to which this stream reaches on the *New-England coast*, have learnt, in their voyages from *Europe* to *New-England*, *New-York* or *Pennsylvania*, to pass the banks of *Newfoundland* in about 40° or 50° N. latitude, to sail thence in a course between the northern edge of the *Gulph stream*, and the shoals and banks of *Sable island*, *George's bank*, and *Nantucket*, by which they make safer and quicker voyages to *America*.

† When you come by *Gay head* with a southerly wind, the south channel is best.

* *Block island* is about 9 miles in length, extending N. by E. and S. by W. and 5 miles in breadth.

ing is the *West chop*, bearing from N.N.W. to N.W. by N. but if you lie any time here, the best anchoring is well up the harbour, and close to the shore, mooring S. E. and N.W. in 6 or 5 fathoms water. In this harbour, which is about two miles deep, you will lie secure from all winds except a northerly one. You must not keep further than 2 miles from the *West chop*, as there is a shoal, called the *Hedge fence*, which lies about $3\frac{1}{2}$ miles northward from *Holmes' hole*, and extends W.N.W. and E.S.E. 6 miles, is about one mile broad, and has from 4 to 6 feet on it at low water; between this shoal and *Holmes' hole*, there are from 8 to 12 fathoms water. If you make the chop in the night, when it bears S. E. you are clear of the *Middle-ground*. Steer for the east side of it till you strike in 4 or 3 fathoms, on the flat ground near the chop; then steer S.E. by E. observing not to go nearer the land than 3 fathoms. If in running S.E. by E. you fall into 6 or 7 fathoms, haul up S. by W. or S.S.W. and run into 4 or 3 fathoms, as before directed.

In coming into the sound in the night, with a strong north-westerly wind, haul to the northward till you have smooth water under the *Elizabeth islands*, where you may anchor in 14 or 10 fathoms. Should you have the wind to the southward, it will be best to run down through the *South channel* or *Vineyard side*. When the light bears S.S.E. your course is N.E. by E. $\frac{1}{2}$ E. or E.N.E. observing not to come nearer the land than into 7 fathoms water, till you are a-breast of *Lumbart's cove*, in which is good anchoring, with southerly or easterly winds, and may be known by a high sand bank, called *Necunkey cliff*; on the east side of it, and a ware-house standing by the water about midway the cove, opposite which you may come to in 5 or 3 fathoms, sandy bottom, where is the best anchoring. The *Middle ground* lies about 2 miles without the cove, and has 12 feet water on it. If you intend running down for *Holmes' hole*, your course, when opposite *Necunkey point*, is E. by N. keeping near the land to clear the *Middle ground*. You may track the shore by the lead in from 7 to 4 fathoms, till you come near the *West chop*; but come no nearer than 3 fathoms: and you may track the chop around the same as running down to the northward of the *Middle ground*. There is good anchoring along this shore, in 6 or 4 fathoms, after you are to the eastward of *Necunkey point*, till you come near the *West chop*.

Your course from the light to *Tarpaulin cove*, is N.E. by N. and the distance 4 leagues. In this harbour you may anchor in from 4 to $2\frac{1}{2}$ fathoms, and lie safe, with the wind from N.E. by E. to south. It will be best to anchor in 3 fathoms, as with that water you will be out of the tide, where the ground is good for holding. The tide flows at change and full days of the moon, at 9 o'clock, but in the channel between *Elizabeth island* and *Martha's Vineyard* the flood runs until 11 o'clock. In this channel there is a *Middle ground*, which is a narrow shoal of sand, the eastern end of which bears N. W. by N. from the *West chop*. There is not more than 3 or 4 feet water on the eastern end. N. W. from *Necunkey cliff* is 3 and 4 fathoms across the ground. Opposite *Lumbart's cove* is 12 feet, and to the westward of that is 3 and 4 fathoms. The shoal lies W. by S. and E. by N. is about 4 leagues in length, and has several swashes on it. When the *East chop* of *Holmes' hole* comes open of the *West chop*, you are to the eastward of the *Middle ground*.

Your course from *Tarpaulin cove* to *Holmes' hole* is E. $\frac{1}{2}$ N. distance $3\frac{1}{2}$ leagues. In steering this course, you must have regard to the tide, as the ebb may set you too far to the southward, and the flood too far to the northward, and stand in for the harbour, when you have opened the *East chop* as before directed.

From *Holmes' hole* to *Cape Poge* Light house the course is E.S.E. and the distance about 3 leagues; in the channel between them there are 12 and 11 fathoms water. In going through this channel, you must be careful to keep

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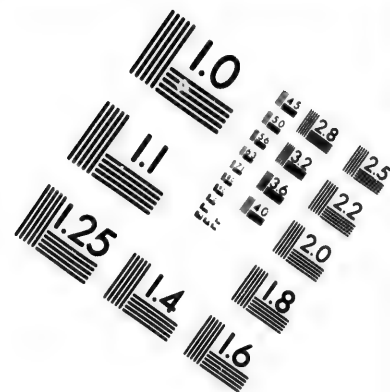
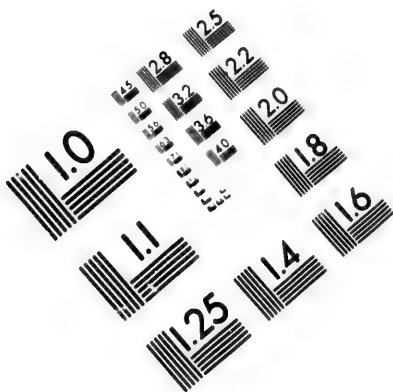
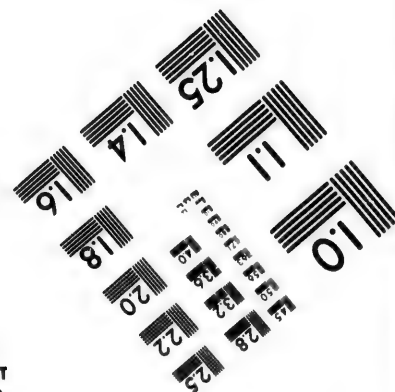
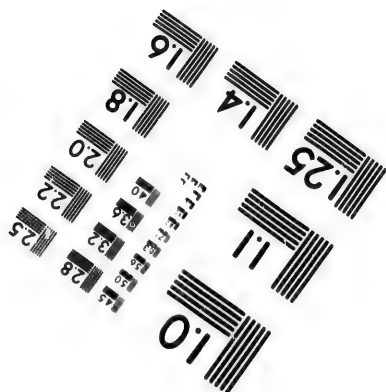
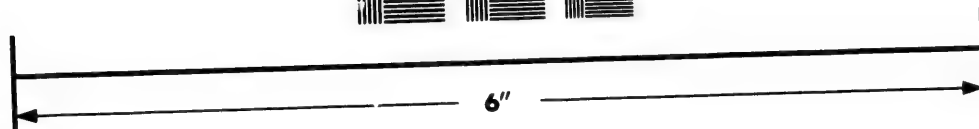
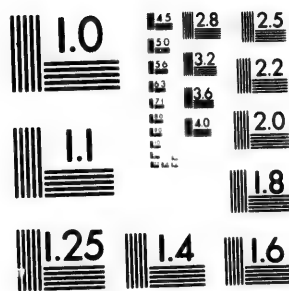
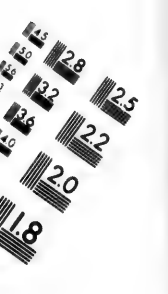


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your lead going, in order to avoid a dangerous sand which lies on the north side of it, called the *Horse shoe*, distant from *Cape Poge* 3 leagues. The channel between this sand and *Cape Poge*, and also between the former and *Tuckanuck shoal*, is narrow; in it there are from 12 to $4\frac{1}{2}$ fathoms water. Some part of this channel is dry at low water; in other parts there are narrow channels, through which vessels may pass, the easternmost part of it spreads with divers prongs, like fingers. When *Tuckanuck island* bears S.S.W. you are to the eastward of the *Horse shoe*. On the south side of the channel also, there are several spots of land, to avoid which you must keep your lead going.

There is a harbour between *Martha's Vineyard* and *Cape Poge*, in which you may anchor. In proceeding for this harbour, pass within a mile of *Cape Poge*, and then steer south along the low sandy beach on the west side, in 5 fathoms water, until you come to the southernmost part of it, then sail more easterly about a mile, until you bring the town, which is in a bay to the westward, fairly open, and then steer directly S.S.W. into the harbour, until you get within half a mile of the town, where you may anchor in 4 or 5 fathoms water. This harbour is a gut between *Martha's Vineyard* and *Cape Poge*, and is formed by a shoal which lies on the N.W. and W. side of the entrance, and the beach to the southward. The tide runs strong in this harbour.

North from *Gay head* light, distant 3 leagues, lies *Quick's hole*. This is the passage for *New-Bedford*. In running into the hole, you must keep in the middle of the entrance, and nearer the west side after you have entered. On the west side there is a good anchoring opposite a sandy cove, in 4 or 5 fathoms water. About 3 leagues E.N.E. from the mouth of *Quick's hole* there is an opening, at the east end of the islands, called *Wood's hole*.

When you leave *Hulmes' hole*, keep the *West chop* open to the northward of the *East chop*, until you have passed *Squash meadow shoal*, which you leave on your starboard hand, which is $2\frac{1}{2}$ miles from the *East chop*, when your course will be E. by S. in 10 or 12 fathoms water, which course you must continue till you pass *Cape Poge*. If it should be tide of flood, you must steer E. by S. $\frac{1}{2}$ S. as the tide of flood sets very strong to the northward between *Cape Poge* and *Tuckanuck island*, and the tide of ebb to the southward, so that you must govern your course by the tide. In clear weather you may see *Nantucket* light-house 18 miles, which you must bring to bear E. by S. $\frac{1}{2}$ S. which course you are to steer till you pass it one league, when you must bring it to bear west, and steer east, taking care to make this course good, which will carry you over the shoals in *Ship channel*; the ground is very uneven, and you will have from 4 to 8 fathoms water. When you have passed over the shoals, you will have from 10 to 14 fathoms water, and then, by steering north, you will make *Cape Cod* light-house, distant 18 leagues.

To go to the northward of the *Round shoal*, you must proceed according to the foregoing directions, until you pass the light-house, and bring it to bear S.W. by W. then, by making a N.E. by E. course good, you will go between the *Great* and *Little round shoals*, in $2\frac{1}{2}$, 3, 4, and 5 fathoms water, until you have crossed the *Pollock rip*, where you will have about 3 or 4 fathoms water. The *Little round shoal* bears N. W. from the great one, distant about 3 miles. Continue your N.E. by E. course, until you deepen your water to 12 or 13 fathoms, and then steer north for the back of *Cape Cod*, on which there is a light house, built in the year 1797, as described in page 165.

Off the N.E. part of *Nantucket island*, there are three rips; the first is called the *Bass rip*, and is about 3 miles from *Sawenty head*; on some parts of

this rip there are only 9 feet water; on other parts there are $2\frac{1}{2}$ and 3 fathoms water. Off the S.E. part of *Nantucket island* lies a shoal, called the *Old Man*, running 5 miles to the westward, in the same direction with the island, which is $1\frac{1}{2}$ mile from the shore, and has only 3 feet water on the western part, between which and the shore is a good channel.

The *Great rip* is about $4\frac{1}{2}$ leagues from *Sancoty head*; on this rip, about E.S.E. from *Sancoty head*, there are four feet water, and east from *Squam* there are 5, but on many other parts of it there are $2\frac{1}{2}$, 3, and 4 fathoms water.

Fishing rip is about $11\frac{1}{2}$ leagues from *Sancoty head*, and has from 5 to 7 fathoms water on it. Between this and the *Great rip*, the ground is uneven; there are 12, 22, and 15 fathoms water. These two rips stretch nearly north and south, and are about 12 miles in length.

Martha's Vineyard is situated between $40^{\circ} 17'$ and $41^{\circ} 29'$ N. latitude, and between $70^{\circ} 22'$ and $70^{\circ} 50'$ W. longitude; about 21 miles long and 6 broad, and lies a little to the westward of *Nantucket*.

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Bearings and Distances of sundry places from Gay Head Light-house.

Noman's-land island, S. 8 miles distant

Old Man, S. by E. This is a ledge of rocks which lies two thirds of the distance from the *Vineyard* to *Noman's-land island*, which has a passage on both sides, that is but little used. Those who do go through must keep near *Noman's-land island* till the light bears N. You will not have more than $3\frac{1}{2}$ fathoms water in this passage.

Sow and Pigs, N.W. by W. $3\frac{1}{2}$ leagues. This is a ledge of rocks which is very dangerous, and bears S.W. by W. from the westernmost of the *Elizabeth islands* (called *Cutehunk*), distant $2\frac{1}{2}$ miles.

N.E. from the light, $2\frac{1}{2}$ leagues distant, is a spot of shoal ground, with 3 fathoms water on it.

Mananshaw-bite, $3\frac{1}{2}$ miles distant. In this harbour you will have good anchorage in from 8 to 6 fathoms, the light bearing W. by S. or W. $\frac{1}{2}$ S. and lie sheltered with the wind from E.N.E. to W.S.W.

Block island, W.S.W. distant 14 leagues.

Rhode island light-house W.N.W. distant 12 leagues.

Bearings and Distances from the light on *Cape Poge*, and depth of water of several most dangerous shoals in sight of *Cape Poge* light-house, and the bearing of the East chop of *Holmes' Hole*.

<i>East Chop</i>	-	-	N.W. by W. $\frac{1}{4}$ W.	from said light	$7\frac{1}{2}$ miles distant.
<i>Squash Meadow shoal</i>	-	-	N.W. $\frac{1}{4}$ W.	7 feet at low water	$5\frac{1}{2}$
<i>Norton's shoal</i>	-	-	E. $\frac{1}{4}$ S.	9	$7\frac{1}{2}$
<i>Moskeckett Long shoal</i>	-	-	E. $\frac{1}{2}$ S.	6	6
<i>Tuckernuck shoal</i>	-	-	E. $\frac{1}{2}$ S.	7	$14\frac{1}{2}$
<i>South end Horse-shoe</i>	-	-	E. $\frac{1}{4}$ N.	7	$13\frac{1}{2}$
<i>Dry spots Horse-shoe</i>	-	-	N.E. $\frac{1}{4}$ N.	dry	10
<i>Swash of Horse-shoe</i>	-	-	E.N.E.	12	9
<i>Tuckernuck shoal from</i>	}		W. by N.	}	7
<i>Nantucket Light</i>					
<i>Horse-shoe from do.</i>	}		N.W. by W.	}	
<i>Coast from Nantucket</i>					
<i>light, bound westward</i>	}		W.N.W.	}	
<i>From Cape Poge to Sliff's island</i>					
<i>Mauve's shoal, the shoalest part</i>			S. $\frac{1}{4}$ W.	dry	9
			S.E. $\frac{1}{4}$ E	6	$2\frac{1}{2}$

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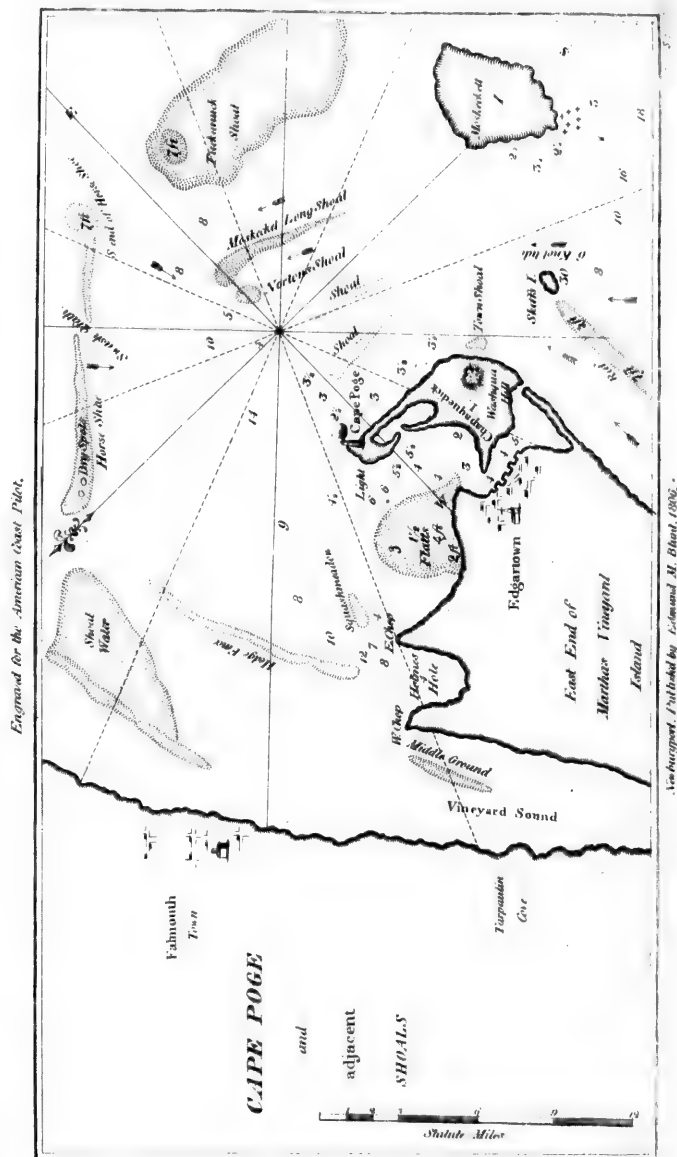
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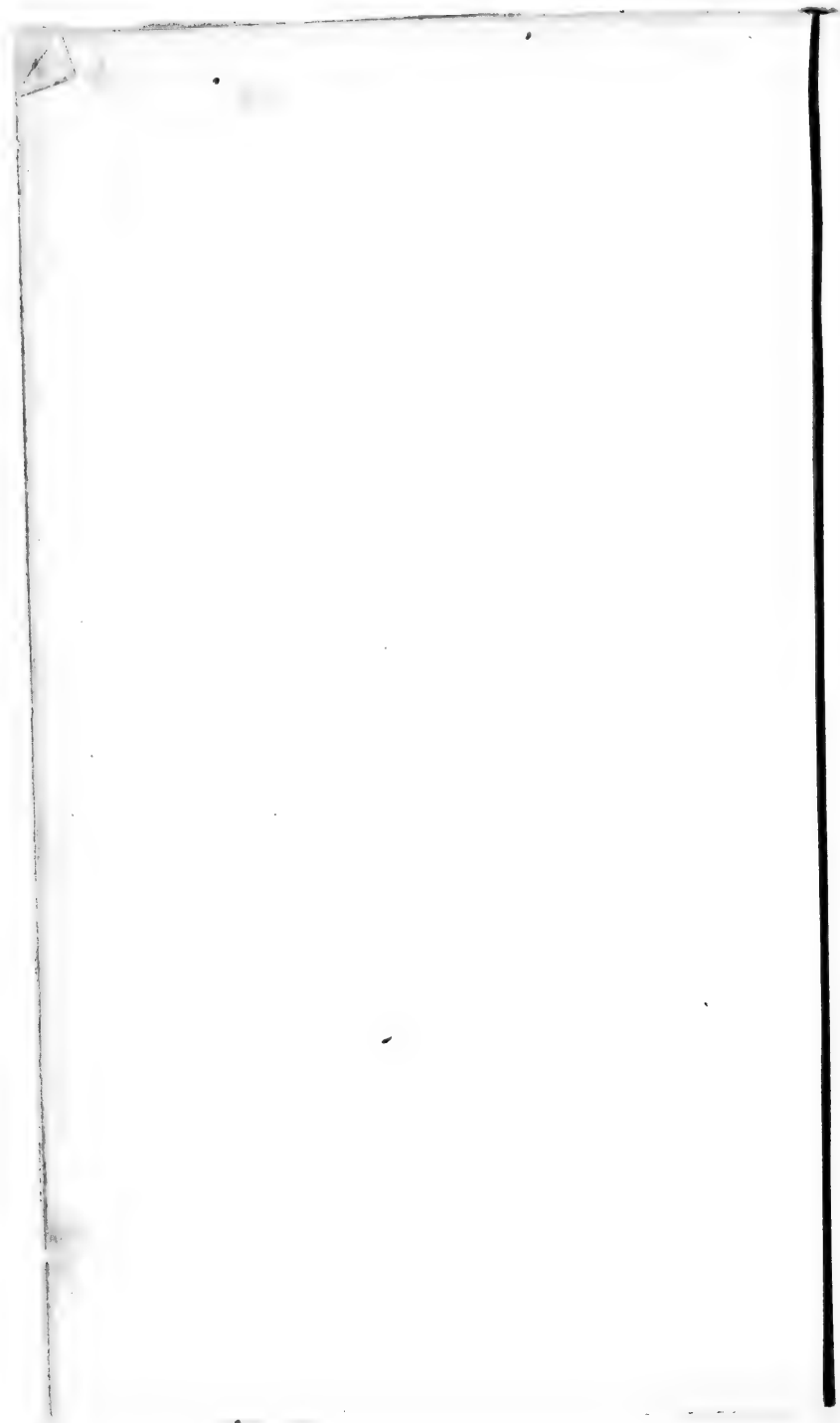
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In bad weather, coming from the eastward, and you wish for a harbour, and the wind admitting, you may bring *Nantucket* light to bear E.S.E. and run W.N.W. making your course good, until *Cape Poge* light-house bears W. by S. if bound into *Edgarton* harbour, then steer for the light until you get in 3 fathoms water, then run W.N.W. if it shoalens haul to the northward; if not, keep on until the light bears south, then run W.S.W. you will have 3 and 4 fathoms hard bottom. As soon as you get $5\frac{1}{2}$ or 6 fathoms sucky bottom, then run S.S.W. until the light bears N.E. $\frac{1}{2}$ E. then you may anchor in about 5 or 6 fathoms water with safety, in case your cables and anchors are sea worthy, otherwise if you wish to go into the harbour, when the light bears N.E. $\frac{1}{2}$ E. you may run S.W. by W. until you get $3\frac{1}{2}$ fathoms hard bottom, then run W. about $\frac{1}{2}$ a mile and you will be within the flats which you leave to your starboard hand coming in; you will find it smooth, and about 3 and 4 fathoms water, where you may anchor with safety though your ground tacklin is poor.

If you wish to go to *Holmes' Hole*, or through the sound, bring *Cape Poge* light to bear S.E. by E. $\frac{1}{2}$ E. and run N.W. by W. $\frac{1}{2}$ W. you will run for the *East Chop*, and leave *Squash meadow* shoal on your starboard hand; get 3 fathoms water on the *Chop*, then haul to the N.N.W. until you deepen to 7, 8, or 9 fathoms, then run S.W. by W. for *Holmes' Hole* roadstead, in 4 fathoms or $3\frac{1}{2}$, or N.W. for the sound, to clear the *West Chop* and middle ground.

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Description of George's Bank and Nantucket Shoals.

THE shoals of *George's bank* lie in lat. $41^{\circ} 35'$ N. and are very dangerous; in some places having only 2 or 3 feet water on them, surrounded 2 or 3 leagues by rips and breakers, with a very dangerous, irregular, and rapid tide, which sets southward most part of the time.

On that part of *George's bank* where the shoals lie, you will have a strong tide, but not regular. The most powerful and rapid parts of it run southward; first to the S.S.E. and continuing its force until it comes up S.W. when it slackens and alters its course, making some short returns to the N.N.E.—N.E. and E. sometimes for the space of 12 and 15 hours.

In coming from the southward for *George's bank*, you will get soundings in lat. $40^{\circ} 17'$, if on the S.S.W. part of the bank. Should you get soundings in the latitude of $40^{\circ} 30'$, you may be certain you are to the eastward of the shoal, when you must direct your course accordingly to clear it, when your first soundings will be in from 75 to 60 fathoms. When steering to the northward, you will shoalen your water gradually to 24 fathoms, when you will be in lat. $41^{\circ} 20'$, which depth of water you will have 10 or 12 leagues distant, either east or west. From 40 to 21 fathoms soundings you will have fine white sand, mixed with black specks; but the nearer the shoal the coarser the sand. When you get into 15 fathoms you will have very irregular soundings, sometimes deepening and at other shoaling 2 or 3 fathoms. If you are coming into the east channel, and get soundings in lat. $42^{\circ} 12'$, you will then be on the N.E. part of the bank, as there are no soundings on *George's bank* to the northward of the above latitude. When the shoal of *George's* bears S.W. by W. 8 leagues distant, you will have from 20 to 22 fathoms, round stones as big as eggs, and large muscles; 4 leagues to the eastward of this you will have 30 fathoms, white moss; and 3 leagues further east you will have black moss; and from that to the N.E. part of the bank, rocky bottom, and plenty of halibut.

Y

If you strike soundings in latitude $42^{\circ} 30'$, it must be on the S.W. part of *Brown's bank*, where you will have from 30 to 45 fathoms, sandy bottom.

On your first entrance on *George's bank* from *Block island channel*, you will have oozy bottom, till you are as far to the eastward as the bank extends.

Soundings from the westward of *George's bank* continues its course W. by S. until you are nearly abreast of *Long island*, then southward to *Cape Hatteras*.

Eight or ten leagues S.E. from the south part of *George's bank* lies the *Gulph stream*, where there is a strong E.N.E. current, and if you are bound to the westward, you had better go very near the bank, and often on soundings, till you are abreast of the south shoal of *Nantucket*, where you have 30 leagues from bank to current, and by doing which you will probably shorten your passage.

The south shoal of *Nantucket* is almost dry; the tide runs swift, but regular, to the N.E. and S.W. Nearly to the southward of this shoal, in 25 or 30 fathoms, you will have fine black and white sand: to the eastward, in the same soundings, you will have coarse sand. When you are near the shoal, you will have very light coloured water, together with white and black sand and pieces of green shells. Nine or ten leagues to the westward of the above shoal, in 30 or 40 fathoms, you will have black mud of a shining smooth nature, when you will be in *Tuckernuck channel*.

To the westward of the south shoal of *Nantucket*, you have no shoals, rips, nor tide to hurt you, until you come near the land; but clear sea, good navigation, and regular soundings. To the eastward and northward of the south shoal you will have a rapid tide.

Around the coast of *Nantucket* and the shoals you will have sandy bottom, and in moderate weather had better anchor than be driven about by the tide, which is very rapid. The courses of the tides at and over *Nantucket shoals* is nearly N.E. and S.W. and regular. The N.E. tide makes flood. S.S.E. moon makes high water. South moon makes full sea at *Nantucket harbour*.

S.S.E. and W.N.W. moon makes high water on the shoals; the tide of flood sets N.E. by E. and ebb S.W. by W. from 2 to 3 knots an hour. It ebbs and flows about 5 or 6 feet.

When you come in from sea and fall into *Block island channel*, you will have from 54 to 70 fathoms, soft muddy bottom. You will have soundings in the lat. of 40° . In standing to the northward, you will shoal your water to 30 fathoms, and when in sight of *Block island* you will have from 25 to 20 fathoms, sandy bottom. When *Block island* bears N. distant 4 or 5 leagues, you cannot see any land to the northward or eastward; but as you approach the island, you will see *Montuck point* to the westward, making a long low point to the eastward. In sailing W.S.W. you will make no remarkable land on *Long island*, from the eastward of said island to the westward, its broken land appearing at a distance like islands. You will have 20 or 22 fathoms water out sight of the land, sandy bottom in some and clay in other places. When you come in sight of *Sandy hook* light-house, you will see the *Highlands of Neversink*, with lie W.S.W. from *Sandy hook*, and is the most remarkable land on that shore.

At the south entrance of the south channel you will have oozy bottom, in 40 or 50 fathoms water; south of *Noman's land island*, in 20 or 25 fathoms, you will have coarse sand, like gravel stones; and S.S.W. from it, in 28 or 30 fathoms, coarse red sand; S.S.E. from *Block island*, which is in *Block island channel*, in 40 or 50 fathoms, you will have oozy bottom, but as you shoal your water to 25 or 20 fathoms, you will have coarse sandy bottom.

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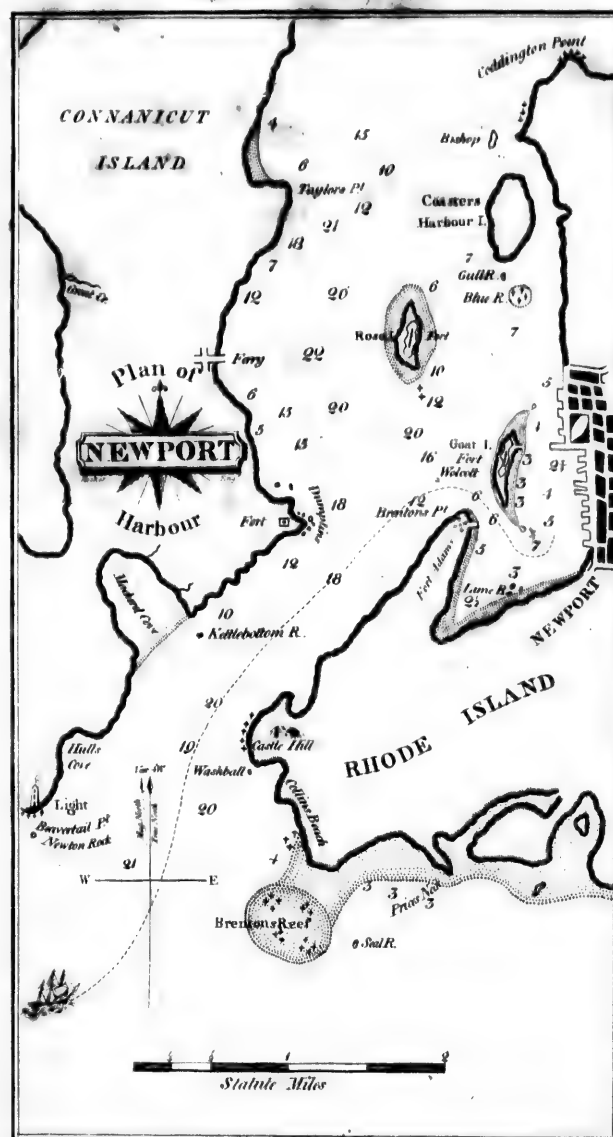
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Engraved for the American Coast Pilot



Newburyport Published by Edmund M. Blunt. 1806.

Directions from Gay Head to New-Bedford.

BRING Gay head light-house to bear S. and steer N. till you come to the passage through the islands called *Quick's hole*, which you must be careful in entering, as a spit runs off from the larboard hand. Enter as near the middle of the passage as possible, but if you do deviate keep the starboard hand best on board, when you will have from 5 to 8 fathoms: then steer N. $\frac{1}{2}$ E. till you bring the light-house on **Clark's point* to bear N.N.W. when you must run direct for it till within half a mile of the light; then N. by W. from you will appear a small island just above water, which you leave on your starboard hand, keeping nearer the island than the main land. Keeping on this course you will see a bluff point, called *Fort point*, and an island opposite, called *Parmer's island*, which you must go between. The passage is narrow, and a flat extends from the starboard hand, but you may safely keep in the middle of the passage, or larboard hand best aboard. After passing the before mentioned island one cable's length, the town will appear open on your larboard hand, when you may run for the end of the north wharf.

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Directions for those who fall in with Block-Island, when they are bound for Rhode-Island Harbour.

FROM the S.E. part of *Block-Island* to *Rhode-Island* light-house the course is N. by E. $\frac{3}{4}$ E. and the distance 8 leagues; about midway between them, there are 24 fathoms water. If you are on the west side of *Block Island*, with the body of the island bearing E.N.E. in 8 or 10 fathoms water, your course to *Point Judith* is N.E. by E. about 6 leagues. This point appears like a nag's head, and is pretty bold; between *Block island* and the point, there are from 30 to 6 fathoms water. From *Point Judith* (when not more than a quarter of a mile from the point) to *Rhode-Island* harbour, your course is N.E. and the distance is about 5 leagues. When in 13 fathoms water, *Point Judith* bearing W. or W. by N. the course to *Rhode-Island* harbour is N.E. by N. $\frac{1}{4}$ N. and the distance to the light-house 3 leagues. The light-house, together with the *Dumplings*, must be left on your larboard hand; it stands on the south part of *†Conanicut island*; this point is called the *Beaver's tail*, and is about 3 leagues distant from *Point Judith*. After leaving the light-house on your larboard side, there is a sunken rock due south from the light-house, about 200 yards distant, called *Newton rock*. You must take care to avoid the rocks which lie off south from *Castle hill*, some of which are above water. *Castle hill* is on the east side of *Rhode-Island* harbour. If you steer N.E. from the light-house, 3 miles distance, you will have good anchoring without *Goat island*, (off the N.E. point of which is a buoy in 16 feet water); the shore is hard and rocky. A little within the light-house, and near to the shore on the west-side there is a cove, called *Mackeral cove*, the entrance to which is shoal and dangerous. About 5 miles within the light-house there is an island called *Goat-Island*, on which the

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**Clark's point* forms the west side of *New-Bedford* harbour.

†Conanicut island lies about 3 miles west of *Newport*, the south end of which (called the *Beaver's tail*, on which the light-house stands) extends about as far south as the south end of *Rhode-Island*. The east shore forms the west part of *Newport* harbour. The ground the light-house stands upon is about 12 feet above the surface of the sea at high water. From the ground to the top of the cornice is 50 feet, round which is a gallery, and within that stands the lantern, which is about 11 feet high, and 8 feet diameter.



fort stands; it lies before the town, and stretches about N.E. and S.W. As both ends of these islands are pretty bold, you may pass into the anchoring at either end, and ride nearer to Goat island side than to that of Rhode-Island, as the other parts of the harbour are grassy, and would be apt to choak your anchors. Rhode-Island is navigable all round, by keeping in the middle of the channel.

Narraganset bay, lies between Conanicut island and the main. Your course in, is about north, taking care to avoid the Whale rock; you may pass in on either side, and anchor where you please. From the light-house on Conanicut island to Gay head, in Martha's Vineyard island, the course is E.S.E. and the distance 12 leagues. In little wind you must take care that the flood tide does not carry you into Buzzard's bay, or on the Sow and Pigs.

Providence is situated about 30 miles N. by W. $\frac{1}{2}$ W. from Newport, and 55 miles from the sea, being the head navigation of Narraganset bay. Ships that draw from 15 to 18 feet water, may sail up and down the channel, which is marked out by stakes, erected at points of shoals and beds lying in the river. [See the Plate.]

The following are the bearings, by Compass, from Rhode-Island Light-house, of several remarkable places, together with the distances,—viz.—

Block island, (S.E. point) S.W. by S. $\frac{1}{2}$ S.
 Point Judith, S.W. $\frac{1}{2}$ S. distant 3 leagues.
 Block island, (N.W. point) S.W. $\frac{1}{2}$ S.
 Rhode-Island, (N.W. end) S.W. $\frac{1}{2}$ S. distant 8 leagues.
 (S.E. end) S.W. by S. $\frac{1}{2}$ S.
 Whale Rock, W. $\frac{1}{2}$ S.
 Brenton's Reef, E.S.E. $\frac{1}{2}$ E.
 South point of Rhode Island E. $\frac{1}{2}$ S.
 Highest part of Castle Hill, E.N.E. $\frac{1}{2}$ E.
 Brenton's Point, N.E. by E.
 Fort on Goat island, E.N.E. $\frac{1}{2}$ N.
 South easternmost Dumplin, N.E. by E.
 Kettle Bottom, N.E. $\frac{1}{2}$ E.
 Newton's Rock, S. 200 yards.

N. B. The anchoring place between the town of Rhode-Island and Coster's harbour, N. by E.

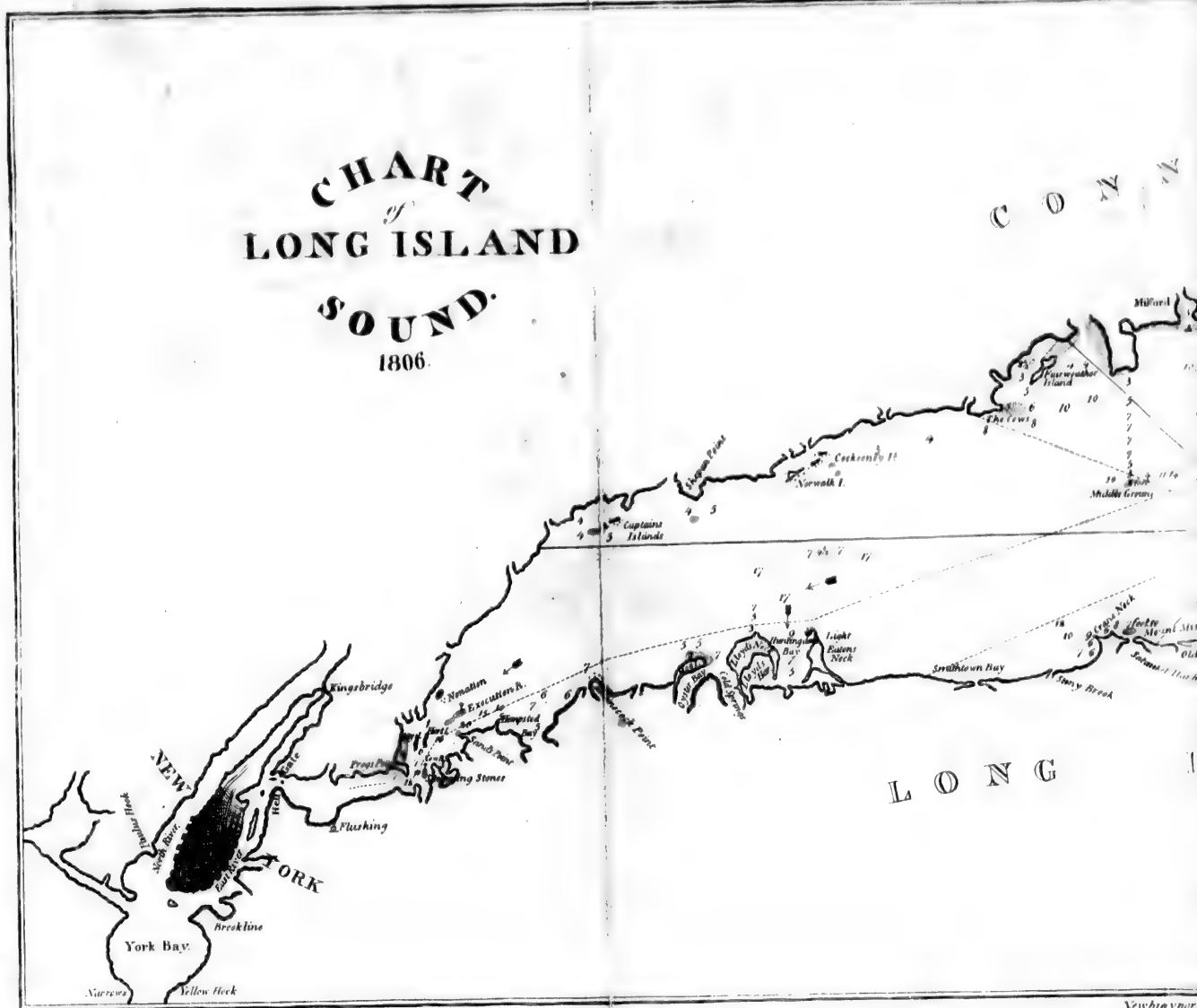
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Directions for sailing from Newport, through the Sound, to Hunt's Harbour, near Hell Gate.

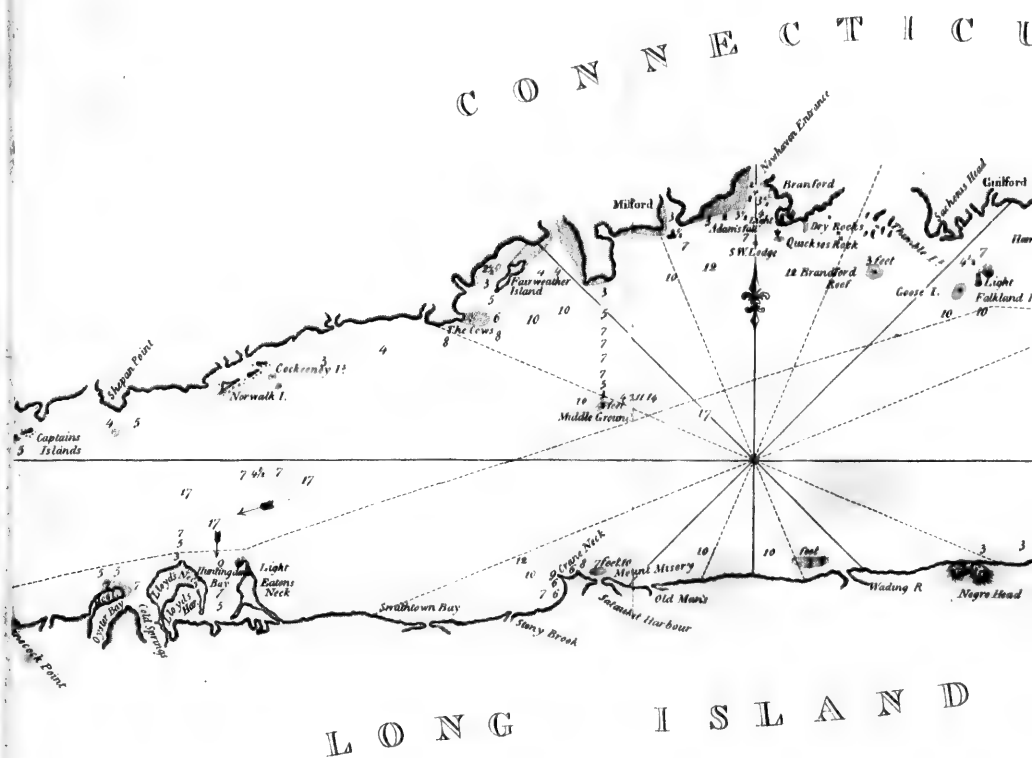
THE first course from Newport light-house is S.W. by S. distant 3 leagues, to Point Judith; thence from Point Judith, through the Race, to the first Gull island, the course is W. by S. 16 leagues distance, leaving Fisher's Island on your starboard hand; or you may run till you bring New-London light-house to bear N.; then, if ebb tide and northerly winds, steer W.N.W. 19 leagues, which (if your course is made good) will carry you up with Faulkland islands light; then steer W. by S. till you make the light-house on Eaton's neck. In case of a flood tide and a southerly wind, when you come through the Race, your course should be W. until you come up with Eaton's neck, taking care to make proper allowance for the tide. If you

* There are two of these islands, on the largest of which a light-house has been erected. S.E. from the light, 4 miles distant, you will have 3 and 4 fathoms, and on the S. and E. sides it is very bold.

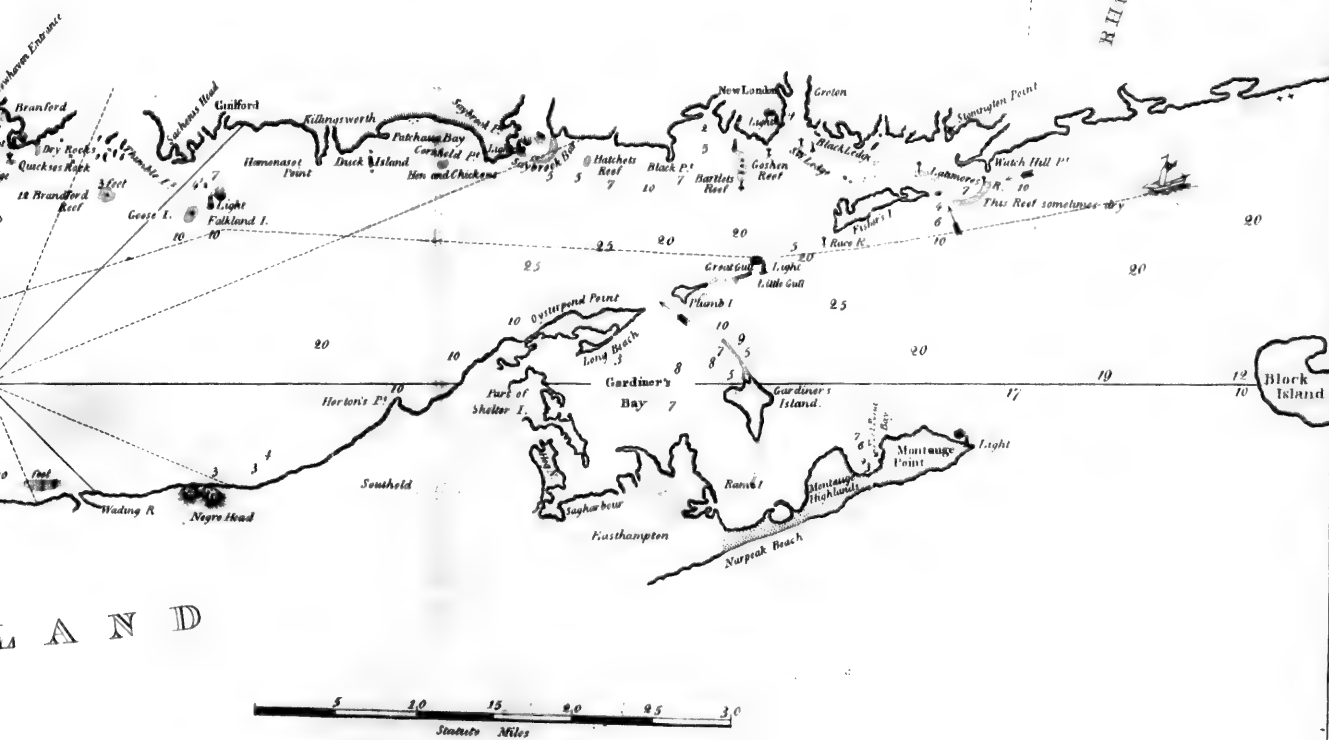
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Engraved for the American Coast Pilot



Newburyport Published by Edmund M. Blunt. 1866.



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are bound into *New-London* for getting to the northward of the S. W. part of *Fisher's island*, keep *New-London light* bearing from N.N.W. to N. N.E. if you are beating to windward, but if the wind is fair, bring the light to bear N. when at the distance of 2 leagues, and run directly for it; leave it on your larboard hand in running in; when in, you may have good anchoring in 4 or 5 fathoms water, clayey bottom. In coming out of *New-London*, when you have left the harbour, bring the light to bear N.N.E. and steer directly S.S.W. till you come into 15 fathoms water, in order to clear a reef that lies on your starboard hand, when the N. part of *Fisher's island* will bear E. distant 2 leagues.

If bound up sound, steer W. by S. 33 leagues, which will carry you up with *Eaton's neck*, (on which a light house is erected.) On this course you will leave *Faulkland islands* on your starboard hand; you may get as near *Long island* shore as 2 or 3 miles, without any danger; but if you happen to get on the N. shore, take particular care to keep at the distance of 3 leagues, in order to avoid the reefs and shoals that lie along the shore.

About 7 leagues E.N.E. of *Eaton's neck* light-house lies a *shoal, or middle ground, called *Stratford shoal*, on which there is but 2 feet of water, at low water. You may steer on either side of the shoal you please; on the N. are from 3 to 7 fathoms; on the S. side from 12 to 17 fathoms water.

From *Eaton's neck* to *Loyd's neck* the course is W. $\frac{1}{4}$ N. 5 miles. Between *Eaton's neck* and *Loyd's neck* lies a deep bay, called *Huntington's bay*, where a ship of any size may anchor with safety, keeping the eastern shore aboard. From *Loyd's neck* to *Matinecock point* the course is W. by S. distant 10 miles, good soundings, borrowing on *Long island* to 7 fathoms. The course from *Matinecock point* to *Sand's point* is W.S.W. distant 2 leagues; between these two points is a bay, called *Hamstead's bay*, in which is excellent anchoring, keeping the eastern shore aboard. To the northward of *Sand's point*, distant one quarter of a league, lie the *Execution rocks* which have a spear on them, with a board pointing to the S.W. which you must take care to avoid, leaving them on your starboard hand. From *Sand's point* the course is S.W. 4 miles to *Hart island*, to the west of which, between that and *City island*, there is good anchorage for vessels of any size. If a vessel, in making this course good, is obliged to turn to windward, they must be very careful of a rock called the *Success*, which bears W.N.W. from the east bluff of *Cow bay*, half a mile distant. The course from thence to *Frog's point* is S.S.W. distant 2 leagues, taking care to avoid the *Stepping stones*, one of which has a spear on it, which lie on your larboard hand, and are steep too. The soundings on your starboard hand are regular to 3 fathoms. From *Frog's point* to *Hunt's harbour* the course is W. keeping as near the middle of the sound as you can conveniently. [See the Chart, and for one of *Long island* sound on a large scale, every seamen is recommended to purchase that published by capt. CALHOUN, of Newport, and others, as an invaluable work.

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† This light-house stands on an eminence, about 73 feet high; the height of the walls is 50 feet more. The whole height from high water mark to the lights is 126 feet. It stands about 300 feet from high water mark, is a single light, and is painted black and white in stripes, from the top to the bottom.

* We are happy to have it in our power to give the bearings of this shoal, taken the 6th August, 1799, by a number of gentlemen:—Standing on the shoal, *Stratford point* bore N.N.W. —*Mount Misery* bore S. $\frac{1}{4}$ W. —*Grover's hill*, near *Black rock* harbour, bore N.W. The length of the shoal one league, running N. by E. and S. by W. Light-house on *Eaton's neck* bore W. by S. $\frac{1}{4}$ S. The shallowest part is near the middle of the shoal, from whence the observations were taken, where there is 3 feet water in common tides. The centre of the shoal is near the middle of the sound, perhaps half a league nearest *Long island* shore.

Directions from Block Island to Gardner's Bay.

MONTAUGE POINT, the easternmost part of † *Long Island*, which has a light-house on it, erected in 1796, is 7 leagues W. by S. from the S.W. point of *Block island*; between the island and the point there are 16 and 18 fathoms water. As you approach the point you will quickly come into 9, 7, and 5 fathoms water. A flat runs off from the above point, on the outer part of which there are 5 fathoms water, rocky bottom.

From *Block island* a reef of rocks lies one mile distant from the N. end of the island.

The N.E. part of *Gardner's island* is $5\frac{1}{2}$ leagues W.N.W. from *Montauge point*; with westerly winds you may anchor off this part of the island, which is sandy; the marks for anchoring are the high lands of *Plumb island* N.W. and the S. part of *Gardner's island* in sight, bearing S. by W. or S.; you will have 12 or 10 fathoms water. The bottom is sand and mud. About 4 miles within *Montauge point*, one and a half mile from the shore, lies a reef bearing N.W. $\frac{1}{2}$ N. from the point, on which there are 6 feet water, which is very dangerous.

The entrance of *Gardner's bay* is formed by the north end of *Gardner's island*, and the south end of *Plumb island*. If you are bound through the Sound toward New-York, your passage from *Gardner's bay* is between the west end of *Plumb Island* and *Oyster Pond*, through which channel you will have from 4 to 20 fathoms water. When going into the bay you may go within a cable's length of *Gardner's island*, where you will have 10 fathoms water. You should be careful not to go too nigh *Gull Rock*, as there is a rocky spot $1\frac{1}{2}$ mile from it, on which there are about 3 fathoms at low water. This shoal lies with the following marks and bearings, namely: a house on *Plumb island*, (standing about one third of the way between the middle and the N.E. end) on with the northernmost of the two trees which appear beyond the house; the N. end of *Gull island* to bear N.N.W. or N. by W. $\frac{1}{2}$ W.; and the southernmost end of *Plumb island* on with the northernmost point of *Long island*. In order to avoid this rock, when going into or coming out of *Gardner's bay*, you must be sure to keep the S. point of *Plumb island* open of the N.W. point of *Long island*, whilst the house on *Plumb island* is on with the northernmost of the two trees, as before mentioned. There are several trees, but they appear, when viewed at a distance, to be only two trees. This shoal is called by some the *Bedford rock*, because the English ship *Bedford* grounded on it, Aug. 15, 1780. E. by N. one league from *Plumb island*, lies a dangerous reef, which extends to the *Gull islands*, and the passage between is not fit to be attempted, as there are several rocks, some of which may be seen. In *Gardner's bay* you may anchor in what depth of water you please, from 5 to 8 fathoms.

On the S.W. side of *Gardner's island* there is very good riding. If you are to the eastward of this island, with an easterly wind, and wish to take shelter under the S.W. side, you must give the N.W. end of the island a large birth, as above directed, and as you open the W. side of the island, you may haul round the N.W. point, and anchor where you please. The soundings are regular.

Montauge False point is about 3 miles N.W. from the true point. On the *Six feet rocky shoal* there are the following bearings, namely; the *Long white cliffs* on the W. end of *Fisher's island* N. by W. $\frac{3}{4}$ W.; the *Gull islands* W.N.W.; the N.E. bluff of *Gardner's island* W.S.W. $\frac{1}{2}$ W.; a grove of trees which stands on the W. side of *Fort pond bay*, and rises like a cock's comb, touching

† The light-house on *Montauge point* is on the east end of *Long island*, bearing W. by S. from the S.W. point of *Block island*, 7 leagues distant. From *Montauge light-house* to the west point of *Fisher's island*, N.N.W. 8 leagues distant.

or rather to the eastward of *Willis' point*, and bearing S. by W. $\frac{1}{2}$ W. *Willis-point* is on the E. side of the entrance of *Fort pond bay*. This bay is very convenient for wooding and watering; the ground is clear and good, and you may anchor in any depth you please. In a large ship you may bring *Willis-point* to bear N.E. and even N.E. by N. and then have in the middle about 7 fathoms water. Near the shore, at the bottom of the bay, there is a pond of fresh water.

From the W. point of *Fisher's island*, a dangerous reef runs off about one mile W.S.W. which, in passing it you must be careful to avoid. In this passage, which is called the *Horse Race*, the tide runs very strong; it flows on the change and full days of the moon, half past 11 o'clock, and the water rises 5 or 6 feet.

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Bearings and Distances of sundry places, from the Light-House on Montague Point, taken by the Officers of the Revenue cutter Argus.

THE S. part of *Block island* bears E. by N. from the light-house on *Montague point*, 20 miles distant.

Shagesagonuck reef, on which a spear is placed, bears N.W. $\frac{1}{2}$ N. from the light-house on *Montague point*, 4 miles distant; the reef ranges N. by E. and S. by W. about one quarter of a mile in length. There is a good channel way between the reef and *Long island*, about 2 miles wide, in 5, 6, and 7 fathoms water.

The E. end of *Fisher's island* bears N. by W. from the light-house on *Montock*, 20 miles.

Watch hill point bears N. from the light-house, 20 miles; there is a reef extending from *Fisher's island* to *Watch hill point*, leaving a passage between the E. end of the reef and *Watch point*, half a mile.

The *Race rock*, where there is an iron spear placed, bearing S.W. by W. three quarters of a mile from the W. point of *Fisher's island*, bears from *Montock* light-house N.W. 20 miles distant.

The *Gull islands* bear W.S.W. from the *Race rock*, 6 miles distant. The light-house, standing on the west chop of *New-London* harbour, bears N.N.W. 9 miles from the spear on the *Race rock*. On the *Little Gull island* there is a light-house, erected in 1805, bearing W.S.W. from the west point of *Fisher's island*, 6 miles distant.

Bartlet's reef, on which a buoy is placed, bears N.W. by W. $\frac{1}{2}$ W. 8 miles distance from the *Race rock*.

Little Goshaw reef, where a buoy is placed, bears N.E. by E. about 3 miles distant from the buoy on *Bartlet's reef*.

The light-house at *New-London* harbour bears from the buoy on *Little Goshaw reef* N.N.E. $\frac{1}{2}$ E. about 2 miles distant.

The S.W. ledge, where a buoy is placed, bears N. by W. from the *Race rock*, $7\frac{1}{2}$ miles distant.

The E. chop of *New-London* harbour bears N. by E. $\frac{1}{2}$ E. from the S.W. ledge, $1\frac{1}{2}$ miles distant.

The light-house bears from the buoy on S.W. ledge N.W. by N. $1\frac{1}{2}$ miles distant.

Description of *Long Island.

LONG ISLAND, from *Montague point* to *Red hook*, extends W. by S. about 108 miles, and is at the broadest part about 25 miles across. The land is generally pretty low and level, excepting a few hills, which lie about 40 miles to the westward of *Montague point*. Along the S. side of the island a flat extends about a mile from the shore; in some places it runs out a mile and a half. Your course along this flat from *Montague point* to *Sandy hook* is S.W. by W. $\frac{1}{2}$ W. 14 leagues; and then W. by S. 22 leagues. The E. end of the flat is sand, the middle and west parts are sand and stones. About 4 leagues distant from the island there are from 15 to 18 fathoms water, and from that distance to 20 leagues, the water deepens to 80 fathoms; in the latter depth you will have oozy ground, and sand with blue specks on it. About 4 leagues off the E. end of the island, you will have coarse sand and shells; and at the same distance from the middle and west end, there is a small white sand. From the S.W. end a shoal extends about 6 miles towards *Sandy hook*.

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Directions from Gardner's Island to Shelter Island.

If you fall in with *Gardner's island*, you must sail on the N. side of it till you come up with a low sandy point at the W. end, which point puts off 2 miles from the high land. You may bring the island to bear east, and anchor in 7 or 8 fathoms water, as soon as within the low sandy point.

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Directions from Gardner's Island to New-London.

YOUR course from *Gardner's island* to *New-London* is N. by E. 5 or 6 leagues. In steering this course, you will leave *Plumb island* and *Gull islands* on your larboard, and *Fisher's island* on your starboard hand. In this pass you will go through the *Horse race*, where you will have a strong tide. The flood sets W.N.W. and the ebb E.S.E. This place breaks when there is any wind, especially when it blows against the tide. Your soundings will sometimes be 5 fathoms, at others 15 and 20. In passing the west end of *Fisher's island*, you must give it a birth of $3\frac{1}{2}$ miles, as there are several rocks to the westward of it; then your course to the light-house is N.N.W. distant 2 leagues; but in going in here you must not make long hitches; you will leave a sunken ledge on your larboard, and one on your starboard hand. When within one mile of the light-house, you may stand on to the eastward till the light bears N.N.W. and then run up about N.N.E.

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* *Long island sound* is a kind of inland sea, from 3 to 25 miles broad, and about 140 miles long extending the whole length of the island, and dividing it from *Connecticut*. It communicates with the ocean at both ends of *Long island*, and affords a safe and convenient inland navigation.

† The light-house stands on the west side of the harbour, and projects considerably into the sound.

Directions for vessels coming from sea, and bound to New-London.

KEEP *Gull island* light to bear W.N.W. until you judge yourself within about 2 miles of the light, your course then to *New-London* light (after you pass *Race rock*, which lies W.S.W. from the point of *Fisher's island*, distance $\frac{3}{4}$ ths of a mile) is N.N.W. In coming in or going out of *New-London*, light (when opposite the *Gull light*) bring the *Gull light* to bear S.S.W. and *New-London* light N.N.E. leave the light on your larboard hand in going into the harbour; keep well to the W. if it be winter season, and the wind at N.E. and stormy; your course to break off a N.E. gale, in good anchorage is W.N.W. from the *Gull*, distance 5 miles, then haul up, if the wind be N.E. and steer N.W. until you get into 10 fathoms of water, muddy bottom. Anchor as soon as possible, you will be between *Hatchet's reef* and *Black Point*; this is the best place you can ride in, if you have a N.E. gale, and thick weather, and cannot get into *New-London*. *Saybrook light* will then bear W. by N. or W.N.W.

What makes me give these directions is because *Saybrook* is no harbour for vessels either day or night, without it be those who are well acquainted: it will be well to give *Saybrook light* a birth of 3 or 4 miles, and steer W. by S. 22 miles. You will make *Falkland island light*, which give a south birth of 2 miles (leave it on the starboard hand); your Sound course then is W. by S. 45 miles distant, which will carry you up to *Eaton's neck*, to the S. of *Stratford shoal*. This shoal bears N.N.W. from *Satauket (Long island)* and S.S.W. from *Stratford point*. In leaving *Falkland island light* 3 miles, steer W. until you get into 5 or 7 fathoms water, distance 25 miles to *Stratford point*, hard bottom, then your course is W.S.W. to *Tina Cock point*.

From *Falkland island* bound into *New-Haven*, give the island light a birth of 10 or 12 miles, then haul up N.W. give *New-Haven light* a birth of 2 miles, on account of a ledge bearing S.W. from the E. point of *New-Haven*; bring *New-Haven light* to bear N.E. by E. If beating in your soundings will be from 2 to 3 and 4 fathoms. Stand in no further than 2 fathoms upon the W. shore; it will be hard bottom, and if you stand on upon the E. shore, you will have 3, 4, and 5 fathoms water, muddy bottom, channel way—bring the light to bear S.E. and anchor in muddy bottom, in 2 fathoms water near the E. shore, called *Morris's cove*; your course then up *New-Haven* harbour with a fair wind, is N. After you get into muddy bottom, it is best to keep the lead a going often on account of bordering upon the W. shore, where you will have hard bottom and soon aground; be sure to keep in muddy bottom. Your course N. will carry you up to the *Peer*—give the *Fort rock* a small birth.

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Directions for sailing through the Sound from New-London to New-York.

GOING out of *New-London*, bring the light to bear N.N.E. and steer S.S.W. upon the ebb or flood; this course made good will carry you clear of *Goshan* and *Bartlett's reefs*. Beating out or in is very well known already in the *American Coast Pilot*. When going out of the harbour of

New-London, if it be day, keep your course S.S.W. until you open the south Hummock, by the E. end of Fisher's island, and if it be night your course is the same until you get into 15 fathoms water; your course then is W. by S. Sound course made good to Eaton's neck light. From Eaton's neck to Lloyd's neck is W. 4 N. To Matinecock point is W.S.W. From Sands' point to Hart island is S.W. From Matinecock point to Sands' point is W.S.W. distant 2 leagues; you leave the Execution rocks (so called) upon your starboard quarter.

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Directions for vessels bound to New-York.

If you fall into the southward, and make Cape May, it would be prudent to keep about 3 leagues off, to avoid Herrefoot bar, which lies from 3 to 6 leagues from the cape, to the northward, and 8 miles from the inlet of that name. This inlet is frequented by the Delaware pilots, having no other harbour to the northward until they reach Egg harbour. After passing Herrefoot bar, you may then haul up N.E. in 9 fathoms water, which course continued will draw you into 5 fathoms; as you approach Egg harbour, you will there have fine white and black sand intermixed with small broken shells; by continuing the same course, you will deepen your water to 8 or 9 fathoms, and so continue till you draw near Barnegat, which will alter your soundings materially, as there is a channel runs in a S.E. direction from Barnegat. The soundings off the shoal is mud, shells and gravel, mixed together. The shoal off Barnegat does not extend beyond 3 miles from the beach, and is very steep too; you may turn this shoal in 6 fathoms water, within pistol shot of the outward breaker. It would always be prudent in night time to keep in 9 or 10 fathoms water at least, in turning this shoal. The soundings are so much to be depended on, that the moment you lose the above soundings you are past the shoal, when you will have fine white sand, and very hard bottom; you then may haul in for the land N. by E. which course will bring you along shore, in from 15 to 17 fathoms water; but if the wind and weather would permit, I would recommend hauling in N.N.W. which will bring you in with the southernmost part of the Woodlands, which is very remarkable, having no other such land in the distance from Cape May up to the Highlands, and can be distinguished by its being very near the beach, and extends to Long branch. By passing Barnegat in the day time, it may easily be known, should you be so far off as not to see the breakers; you will see a long grove of wood back in the country, apparently 3 or 4 miles long, known to the coasters by the name of the Little Swamp, and lies directly in the rear of the inlet of Barnegat, so that by sailing to the northward, your having the north end of this land directly abreast, you are certainly to the northward of Barnegat; there is also another grove directly in the rear of Egg harbour, known by the name of the Great Swamp, which has the same references as respects Egg harbour—but that the one may not be taken for the other, it must be observed, the Great Swamp of Egg harbour will appear much higher, and in length 8 or 10 miles; neither can they be seen at the same time, as Barnegat and Egg harbour are 15 miles apart. Barnegat bears due S. by W. 45 miles from Sandy hook. In hauling in for the Woodland before mentioned you may, if the wind is off the shore, keep within a cable's length of it all the way, until up with the Highlands, and should your vessel not draw more than 10 feet water, you may continue until you come up with the northernmost part of the cedars that stand on Sandy hook; then you must steer N.N.E. to give the False hook a birth, keeping about half a mile from the beach, until you bring the light-house open with the east point of the Highlands; you

may then steer up for the bluff of *Staten island*, with a flood tide. Should it be night time, so that you cannot see the land alluded to, you will keep the same distance from the beach, until you bring the light-house to bear S. by E. then steer N. or N. by W. which will carry you up to the *Narrows*, through the *Swash*; but should your vessel exceed 10 feet, it would be most prudent to go channel way.

TO GO CHANNEL WAY.

When you come up with the *Highlands*, keep about 4 miles from the shore to avoid the *Outward middle*, steering to the northward until you bring the light-house to bear W. by S. then steer in for the light-house, as the flood outside sets to the northward, but when a little way in it sets to the westward. In steering, as you approach the light-house, you must not haul too nigh the shore, on account of the *False hook*—by keeping half a mile from the beach you will avoid that shoal; when you have got in so far as the point of the hook, where the beacon stands, you then must haul in the bay W. S. W. but if you mean to anchor in the bay, haul in S. W. giving the point the distance before mentioned, until you bring the light-house to bear E. by N. or E. N. E. where you may anchor in from 5 to 7 fathoms water, soft muddy bottom. But should you wish to proceed to *New-York*, when you have come in as before described, and got abreast of the beacon, or the point of *Sandy hook*, steer up W. by N. until you bring the light-house to bear S. E. and *Brown's hollow* to bear S. $\frac{1}{2}$ E. you then must steer up N. by W. for the bluff of *Staten island*, which will at that time bear exactly N. by W. from you; and that you may not be deceived with respect to *Brown's hollow*, it is the hollow which makes the termination of the highlands to the westward; by steering then as before directed, you will turn the S. W. spit—continue steering N. by W. until you shoal your water, which you soon will do if it is young flood, as it sets from two and a half to three knots, to the westward; here you will observe, at the time you turn the spit before mentioned on the *Jersey shore*, above the *Narrows*, two hummocks of land, each forming as it were a saddle, thus:  The easternmost of the two is the mark for coming up the channel, so as to avoid the *Upper Middle*, by keeping it just open with the bluff of *Staten island*, which will be the case if you turn the spit as before directed; this will bring you up channel way when you have sailed 5 or 6 miles the course described, and with this mark open; then you must haul more to the eastward, until you open the other hummock, which is called the *Westernmost hummock*; by keeping both easterly and westerly hummocks open to your view, you avoid the middle and the west bank entirely, and come up channel way through the *Narrows*. When thus far, you must to avoid *Hendrick's reef*, keep *Staten island* shore aboard. The mark to avoid *Hendrick's reef* is to keep *Bedlow's* or *Pesto island* open with the point of *Long island*; for if you can see *Bedlow's island* in coming through the *Narrows*, there is no danger of the reef from the *Narrows* to come up to *New-York*; you will steer up for *Bedlow's island* to avoid the *Mud flat*, which you leave on your starboard hand; this flat is a kind of oyster bed, or bank of mud and shells, and has not more than 11 feet on it at low water; but to avoid this flat do not stand too far to the westward, on account of *Robbins' reef*, which to avoid, running on the west side of the channel, the mark is, to keep the point of land up the *North river* (on which *Fort Lee* stands) open with the east side of *Bedlow's island*, after which there is nothing material to obstruct the navigation to *New-York*, it being very steep near the point of *Governor's island*, and the rocks near the battery do not exceed one hundred yards from the shore. There is a reef of rocks in the *East river*,

known by the name of the *Middle reef*, which can be distinguished at all times by the rip of the tide going over it, both flood and ebb.

Further—After making the *Highlands of Neversink*, which is to the southward of *Sandy hook*, you may run boldly in within 3 miles of the beach, and in steering along to the northward, observe to keep in about 8 fathoms water, until you get the light-house to bear W. by S. $\frac{1}{2}$ S. then if you have a round hill, called *Mount Pleasant*, some distance in *Jersey*, in one view with the land about one quarter of a mile to the southward of the light-house, you are in a situation to pass the bar; steer in W. $\frac{1}{2}$ N. until you are over it: you will have on it, at low water, $3\frac{1}{2}$ fathoms: when over, you will be in four and a half fathoms—pass the *Hook* and light-house about half a mile, at which distance you will have 5 and 6 fathoms. When you have the point of the *Hook*, on which the beacon stands, bearing S.S.E. you may then haul to the southward, and round the *Hook*, and come too, from one to two miles distant, the *Hook* bearing from E. to N. E. in good holding ground, 5 fathoms water. When you make *Long island*, it is necessary to keep somewhat in the offing, on account of the *East Bank*, and observe the same marks running in as above. [See the Plate.]

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The following are the Depths of Water, Bearings, Courses and Distances of the Buoys placed in the harbour of New-York.

No. 1. A WHITE buoy, on the north part of the outer part of the *Outer middle ground*, sunk in 4 fathoms water, bearing from the light-house at *sandy hook*, E. by N. distant 3 miles.

No. 2. A black buoy, on the S.E. part of the *East bank*, sunk in 4 fathoms water, bearing from the light-house N. E. by E. $\frac{1}{2}$ E. distant 4 miles, and bearing from the white buoy, (No. 1) N. by E. $1\frac{1}{2}$ mile distant; soundings between them $4\frac{1}{2}$ fathoms water, at common low tide. A cable's length east of the black buoy, (or No. 2) are 7 fathoms water; the channel course in between the aforesaid buoys, is W.N.W. allowing for the tide.

No. 3. A black buoy, on the south west part of the *East bank*, sunk in 4 fathoms water, and bearing from the light-house N. W. by N. 4 miles.

No. 4. A white buoy, on the S. E. part of the *West bank*, sunk in $3\frac{1}{2}$ fathoms water, bearing from the light-house N.W. by N. 8 miles distant; the least soundings between this buoy and the last mentioned black buoy, (or No. 3) is $4\frac{1}{2}$ fathoms.

No. 5. A black buoy on the *Upper middle ground*, in $4\frac{1}{2}$ fathoms water, bearing from the light-house, N. by W. $\frac{1}{2}$ W. 9 miles distant, and from the last mentioned white buoy, (or No. 4) N.E. $2\frac{1}{2}$ miles distant; soundings between them from $3\frac{1}{2}$ to 6 fathoms water.

No. 6. A white buoy, sunk on the N.E. fork of the *West bank*, in $3\frac{1}{2}$ fathoms water, bearing from the light-house N. by W. $\frac{1}{2}$ W. 12 miles distant; soundings from $3\frac{1}{2}$ to 6 fathoms water between them; and from the last mentioned black buoy, (or No. 5) the course is N. by W. $\frac{1}{2}$ W. 3 miles distant.

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ORDERS and REGULATIONS for the PORT of NEW-YORK.

ALL vessels moored in the stream of the East or North river, are not to be within 150 fathoms of any wharf.

All vessels lying at the wharves of either river, or in the basons or slips, are to have their lower and top-sail yards topped, their fore and aft spars

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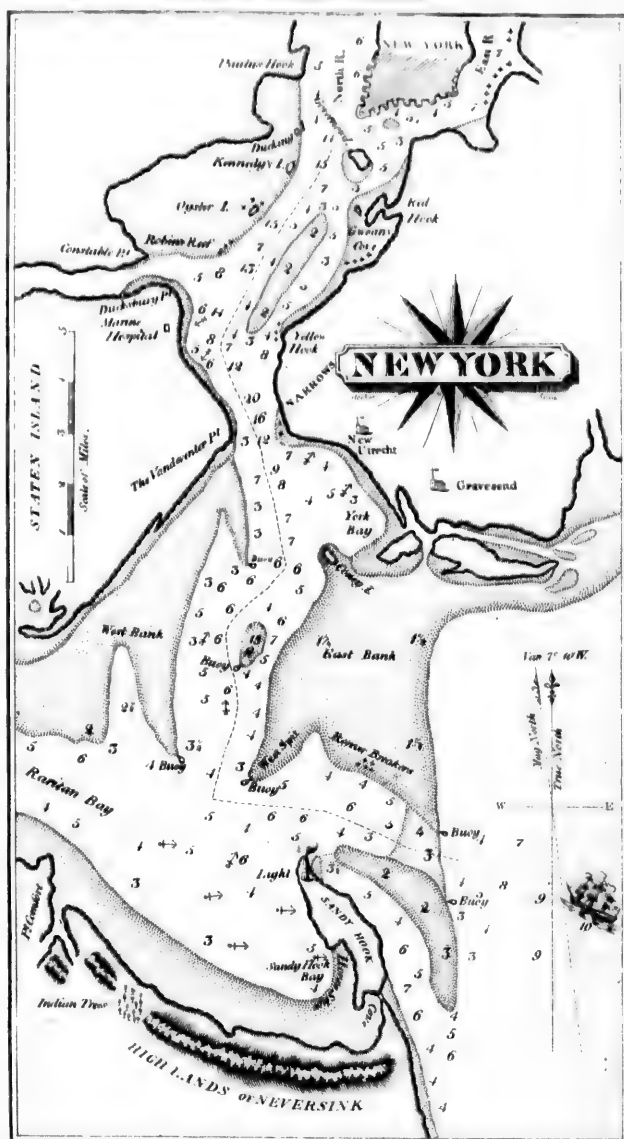
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Engineered for the American Coast Pilot



Newburyport Published by Edward M. Blunt 1866.

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All vessels having on board gun-powder, or other combustible articles, are to discharge the same before they come to the wharf.

All vessels having on board unslacked lime, are not to entangle themselves with other vessels, or lie where they will take the ground.

No vessel whatever, between this and *Sandy hook*, to throw overboard stone ballast below low water mark; and in this harbour particularly, all ballast is to be fairly landed at high water mark; and at the time of discharging it, attention is to be paid not to drop any in the water; ballast of any kind not to be unluden at night.

No fire to be made or kept on board any vessel whatever at any dock, wharf, pier or key, within the bounds of this city, at any other time, than from day-light in the morning till 8 o'clock at night.

No pitch, tar, or other combustibles, to be heated on board any vessel lying at the wharves, or in the basons or slips, but to be done on stages or boats, removable in case of accident.

All vessels that are not employed in discharging or receiving cargoes, are to make room for such others, as require to be more immediately accommodated with proper births for those purposes.

All vessels at the end of any wharf, and in part or in whole covering the slips, must occasionally haul either way to accommodate those going in or out of the docks or slips, or quit the birth.

All masters of ships or other vessels are to report in writing, and on oath, to the mayor of the city, the names and occupations of every person who shall be brought into this port in his vessel, and for every neglect a fine of 50 dollars will be demanded for each person, and if any of them shall be foreigners, the fine will be 75 dollars for each person, who is likely to become a tax on the city; he is to carry him or her back, or support them himself.

It is recommended, that all vessels lying at the wharves keep an anchor and cable in readiness, in case of fire to bring up with in the stream, if necessary.

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Description of the Coast to the Eastward and Westward of Sandy Hook.

If you come in near *Cape Hatteras*, be very careful of its shoals, and make your way to the N.N.E. which will carry you on the sounding of the *Jersey* shore. When you get 20 fathoms water in the lat. of 40° 00' north, then haul in to make the land, by which you will avoid the difficulties of the coast and the shoals nearer in shore; but if you cannot follow this direction see the following.

When you are up with *Chingoteack* shoals, in 15 fathoms water, it is near enough to approach them; from this station, steer N. by E. which will bring you up nearly with *Great Egg Harbour* on the *Jersey* shore, but you must use your lead on approaching this shore, and come no nearer to it than 10 fathoms water; from *Great Egg Harbour* to the lat. of 40° N. the *Jersey* shore trends near N. E. and from the lat 40° to the *Highlands of Neversink*, the land trends nearly north; in all this rout, 10 fathoms water must be kept, or near it.

When you are full up with the *Highlands of Neversink*, if you see nothing of a pilot you may stand on, but keep 3 miles off the bare part of *Sandy hook* land, till you are up with the southern cedar trees on the *Hook*, then

near the *Hook*, till you get 3 fathoms water on the *Outer middle ground*, at which time you will be 2 or 2½ miles from the *Hook*. On this bank you must edge off and on, in 3 or 3½ fathoms, for the bank lies rounding as the *Hook* does, and stops a little short of its north point; but long before you reach that, you will bring the light-house to bear W. ½ S. or W. by S. when you must immediately steer in west; this will bring the light-house a little on the larboard bow, and if you see the beaken light near the extreme point of the *Hook*, you must take it on the same bow also, but pass it about two cables length, when you must edge away to the W.S.W. about two miles, and anchor with the light bearing east of you.

If you should fall in with the east end of *Long Island*, where there is now a light-house, which does not differ much in latitude with *Sandy hook* light, but differs very considerable in soundings, as you will see by your draft as to depth of water, &c. in which you cannot be deceived. In steering to the westward for the light-house, or the *Highlands of Neversink*, you must come no nearer to *Long island* than 13 fathoms water; in this rout, which is about 125 miles from the light-house, which is on the east end of *Long island*, and the courses between W. by S. and W.S.W. it is necessary to use the lead after you run 80 miles, to know how you approach the *Jersey shore*—10 fathoms water is near enough at night.

If you should pass *Nantucket shoals* in 38° north latitude, or 38° 30' or 39° 00' or 39° 30' you will, if possible, observe when you leave the *Gulph Stream*, from which advancing about 10 leagues, you may begin to expect soundings, and a S. W. current as soon as you get soundings; then the observation by lead and line is to aid the navigator.

If you are on soundings, and running in for the land to the northward of both the *Egg harbours*, the northern one is often called the *Burning hole*, which lies in lat. about 38° 40' north; being near the land, and steering the above mentioned course, and you find you have suddenly deepened your water from less to 13 fathoms, heave about immediately, for many vessels have been deceived by a hole in these soundings, of the dimensions of about 4 acres of ground, and have been totally lost.

If you are beating to windward, off the *Hook*, waiting for a pilot, or for a wind, night or day, in standing to the northward, when you suppose the light-house of the *Hook* bears west, it is near enough. When you approach *Long island*, the soundings are fine white sand; but on the *Jersey shore* the soundings are coarser and darker; there is what is called a *hook channel* in this channel; the soundings are mud and sand.

W.S.W. and E.N.E. moon makes full sea at the *Hook*.

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Description of New-York Bay.

YORK BAY is 9 miles long and 4 broad, and spreads to the southward before *New-York*. It is formed by the confluence of *East* and *Hudson's* rivers, and embosoms several small islands, of which *Governor's island* is the principal. It communicates with the ocean through the *Narrows*, between *Statens* and *Long islands*, which are scarcely two miles wide. The passage up to *New-York*, from *Sandy hook*, (the point that extends furthest into the sea) is safe, and not above 20 miles in length.

*Directions for sailing from Sandy Hook Light-house to Cape May, or Light-house on *Cape-Henlopen.*

WHEN sailing from *Sandy hook* light-house, off *New-York*, bring it to bear W.N.W. and steer E.S.E. two leagues; S.S.E. three or four leagues, and then S.S.W. 5 leagues, which will bring you up with *Barnegat*, which has a shoal bank one league off. When you have passed this gatt, steer S. W. by S. 13 or 14 leagues, which will carry you up with *Great Egg harbour*, which has a shoal bank one league from the shore, that has not more than 6 feet water on it.

This land may be known by its appearing like broken islands, with the †*Highlands of Neversink* to the westward of *Sandy hook*, which has a singular appearance from any land on that coast. In the day time you may go within two leagues of the shore, but in the night it will be prudent to keep further off. When you have passed *Great Egg harbour*, steer S.W. by W. 40 leagues, which will bring you up with *Cape May*.

Between *Barnegat* and *Cape May* there are two inlets, fit at high water for vessels drawing 12 feet, viz. *Little* and *Great Egg harbours*, but they are only fit to be run for at times when no other port can be made, as the navigation is not so safe as other places.

In running for *Cape May*, while steering your S.W. by W. course, you will pass five inlets, before you come up with the Cape, viz.—*Corsons*, *Townsend*, *Herrefoot*, *Turtle gut*, and *Coolspring*, all of which have bars lying off their entrances; when abreast of *Coolspring* inlet, you may, if bound to *Cape May*, steer W. by S.; but if bound to *Cape Henlopen*, steer S.S.W. till the light-house bears west, when you may run for it till within two miles.

Off *Cape May* lies a shoal, called *Four fathom bank*, which in the chart is laid down bearing S.E. $\frac{1}{4}$ S. from the pitch of the Cape, but is quite erroneous, as the true bearing is E. by S. $\frac{1}{4}$ S. and distance 6 leagues. The water sometimes breaks over this shoal, which has the appearance of danger to mariners; but there has never been less than 18 feet water on it, at any season of the year, which renders the passage across quite safe for vessels drawing less water than the depth before mentioned.

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Directions for sailing in by †Cape May.

YOU may run in for *Cape May* till within three-quarters of a mile of the wind-mill, which stands on the shore, about two miles to the northward and eastward of the pitch of the Cape, where are several houses, which are inhabited principally by pilots.‡ From abreast of the wind-mill keep the shore close on board, (when you will be in 5 fathoms water) till you double round the Cape, when you will leave the *Great shoal* on your larboard hand, over which it continually breaks, when covered, bearing S.E. by E. from the

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* This Cape forms the S.W. point of the mouth of *Delaware bay*, and is 28 miles from *Cape May*.

† *Neversink hills* extend N.W. from *New-York* harbour, on the Atlantic ocean, to *Raverton bay*, and is the first land discovered by mariners when they arrive on the coast. They are 600 feet above the level of the sea, and may be seen 20 leagues off.

‡ This Cape forms the N.E. point of the mouth of *Delaware bay*.

§ As soon as you are in sight of the Cape, and are in want of a pilot, you had better hoist some signal, as those who do not are considered not in want of one.

Cape, distant $1\frac{1}{2}$ mile, which is bare at low water. After you have doubled the Cape, steer north, till it bears S.E. $\frac{1}{2}$ S. when you must steer N.W. till you deepen into 7 and 8 fathoms. (In running the above course, you will have from 5 to $2\frac{1}{2}$ fathoms, before you come into 8 fathoms, which is 3 leagues distant from the Cape.) After you have got into 8 fathoms, you will immediately come into 3 fathoms, when you must steer N.W. by W. 5 leagues, which will carry you into the main channel, between the *Brandywine*, on your larboard, and *Cross ledge*, on your starboard hand, bearing N.N.W. and S.S.E. from each other, distant 3 leagues. In running the above course, you will have 3, $3\frac{1}{2}$, and $2\frac{3}{4}$ fathoms, till you come near the main channel, when you will deepen into 5 fathoms, (which is a swash that runs up to the eastward of the *Cross ledge*;) still keep your N.W. by W. course till you have crossed this swash, when you will shoal your soundings into $2\frac{1}{2}$ fathoms, and then deepen into 7 fathoms, which is the main ship channel, when you must steer N.W. till you have only 5 fathoms, which is on the *Fourteen feet bank*, and then alter your course to N.N.W. for the buoy of the *Cross ledge*. One league distant from this ledge, lies a shoal called *Joe Flogger*, bearing W.S.W. from the buoy.

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Directions for sailing in by *Cape Henlopen.

BRING the light-house to bear west and run for it till within two miles. When abreast of it you will have 15 or 16 fathoms water. After you have passed it, steer W.N.W. till you bring it to bear E.S.E. where you may anchor in 3 or 4 fathoms. If you intend running up the bay, bring the light-house to bear south, and steer N. by E. with a flood tide, and N. by W. with an ebb. The flood sets W.S.W. and the ebb E.N.E. In steering the above course 11 or 12 miles, you will make the *Brown*, which you leave on your larboard hand: it has a buoy on it. Continue your course north till you bring *Cape May* to bear S.E. by E. when you will make the *Brandywine* on your starboard hand, which has a buoy on it; then steer N.W. by N. or N.W. by N. $\frac{1}{2}$ N. and you will have 7 or 8 fathoms water. The channel between the *Brown* and *Brandywine* is not above one mile wide. South east moon makes high water here at full and change. There are two banks about midway between the *Brandywine* and *Cross ledge*, called *Fourteen-feet bank* and *Ten-feet bank*, the former you leave on your larboard, and the latter on your starboard hand. These banks are not in the way with a fair wind, for they lie about N.W. by W. and S.E. by E. *Cross ledge* lies 9 miles from the *Brandywine*, which you leave on your starboard hand; it has a small vessel with a mast in her, for a buoy, which you may see 2 or 3 leagues. *Cross ledge* is about 8 miles long, bearing N.W. by N. and S.E. by S. the middle you leave on your larboard hand, (on which the buoy is placed.) When you pass the middle, steer N.W. two leagues for *Bombay hook*, and when it bears N.W. or N.W. by W. you must be careful of a bar that lies $1\frac{1}{2}$ mile from it, called *Bombay hook bar*, which has not more than six feet on it, at low water. Your course to *Reedy island*, with a fair wind, is N.W. by N.

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 * *Cape Henlopen* lies in north lat. $38^{\circ} 47'$, and in west long. $75^{\circ} 10'$. There is a light-house here, a few miles below the town of *Lewis*, of an octagon form, handsomely built of stone, 115 feet high, and its foundation is nearly as much above the level of the sea. The lantern is between 7 and 8 feet square, lighted with 8 lamps, and may be seen in the night ten leagues at sea. Vessels off the *Delaware*, upon displaying a jack at the foretopmast-head, will be immediately furnished with a pilot. None, however, are to be depended on, unless they have branches, and a certificate from the Board of Wardens of *Philadelphia*.

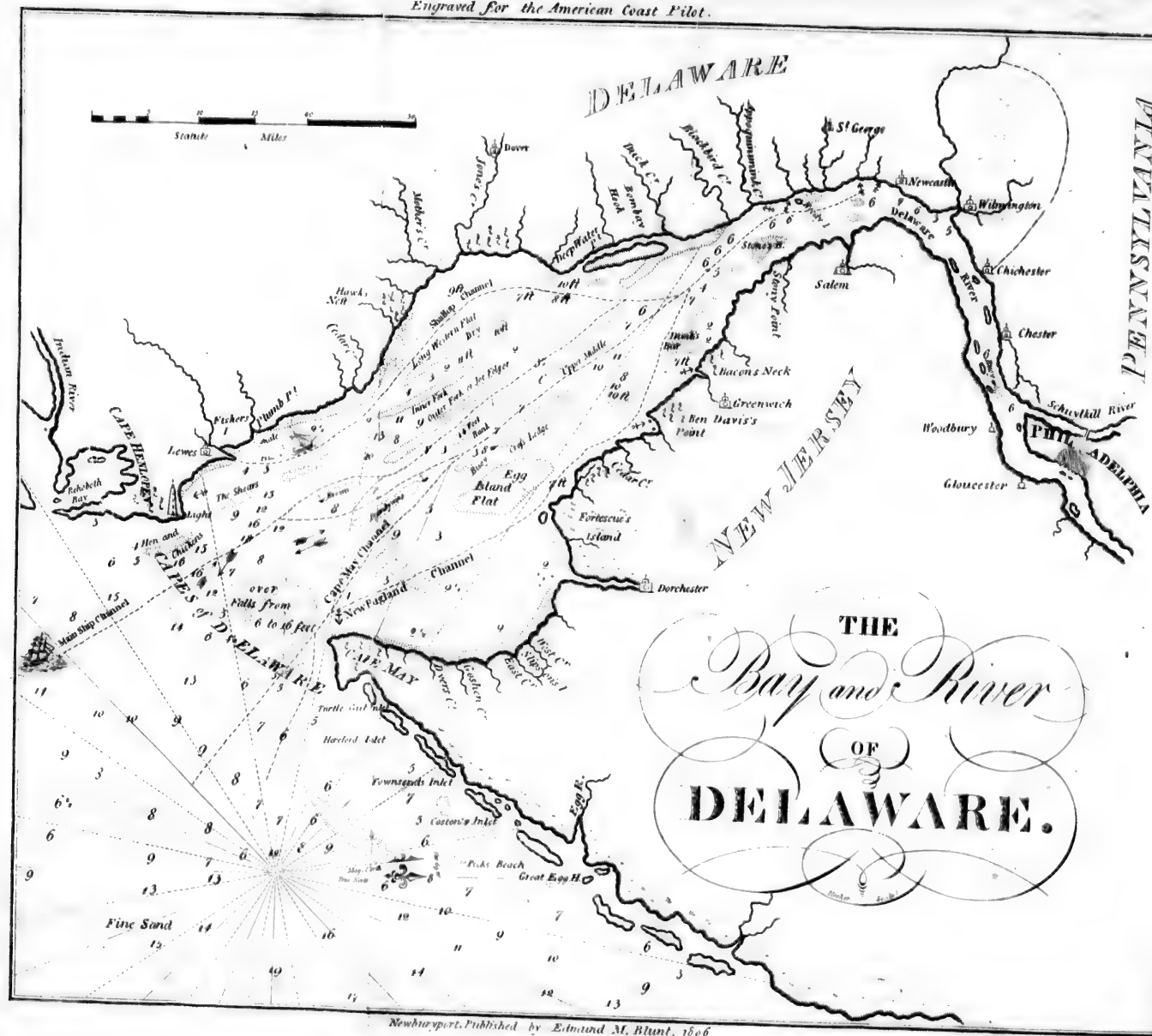
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distant 15 miles. If you have the wind ahead, be careful of *Stony point ledge*, which you leave on your starboard hand, as the channel is not more than 2 miles wide. This ledge is partly dry at low water, and bears S.E. from *Reedy island*, distant 4 or 5 miles.

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Directions from Reedy Island to Philadelphia.

WHEN you pass *Reedy island*, be careful of a long shoal that lies to the N.N.W. of it, $1\frac{1}{2}$ mile in length, called the *Pea patch*, which you leave on your starboard hand. In passing said shoal point, keep your larboard hand best on board, till you bring the river to bear N.E. or N.E. by N. when you may stand up for *Newcastle*. This place is 40 miles from *Philadelphia*. When you have passed it about a mile, you give the larboard hand a birth, as there is a flat shoal near half a mile off. If you have a fair wind, you may keep in the middle of the river. This river winds from *Newcastle* to *Marcus hook*, from N.E. to E.N.E. distant 20 miles. Your course from this to *Chester island* is N.E. by E. 4 miles. You leave said island and a long low point that lies W.S.W. from it, on your larboard hand, giving it a good birth, and keeping your starboard hand best on board, till you come up with **Billings' port*, (which is 12 miles from *Philadelphia*,) when you will haul up for *Mud fort*; but before you come up with this fort you will see a black buoy, in channel way, which you may go close to. Run direct for this fort, which is an E.N.E. course, till you are abreast of it, when you will see a small island on your larboard, and another on your starboard hand, which you must go between. When you have passed between these islands, steer E. by N. two miles, when you must haul up N.E. by N. for *Gloucester point*, distant one mile, from which you must keep your larboard hand best on board, and steer north 3 miles, which will carry you opposite *Philadelphia*.

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TIDE TABLE.

MOON	{	S.E. by E.	} make full sea at	Cape May.
		S.E.		Cape Henlopen.
		S.S.E.		Bombay Hook.
		S. by E.		Reedy Island.
		S.		Newcastle.
		S.S.W.		Chester.
		S.W.		Philadelphia.

SETTING OF THE TIDES WITHIN THE BAY OF THE CAPES.

First Quarter Flood	W.N.W.
Second to last Quarter	N.N.W.
First Quarter Ebb	E.S.E.
Second to last Quarter	S.S.E.

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* This is a high sandy point, and bluff.
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*Directions from Cape Henlopen to *Cape Henry.*

WHEN you leave *Cape Henlopen*, bound to *Cape Henry*, give it a birth of 3 or 4 miles, and steer S.S.E. 10 leagues, as there is a shoal bank that lies S. by E. from *Cape Henlopen*, 11 leagues distant, called *Senepuxet*. It lies one league from land. If you turn in or out by *Cape Henlopen*, be careful of the *Hen* and *Checkens*, which lie S. by E. from said Cape, one league distant. There is a bank that lies S.E. by S. from the light-house, distant 5 leagues, which has not more than 5 fathoms water on it. When you judge yourself to the southward of *Senepuxet*, then you may steer S. by W. 10 or 11 leagues which will bring you the length of *Chingoteack shoals*, which lie in latitude $38^{\circ} 00' N.$ bearing due south from *Cape Henlopen*, 20 leagues distant, and two leagues from land; between it and the shore there are 10 and 12 feet water.

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Remarks on the land from Cape Henlopen to Chingoteack Shoals.

INDIAN RIVER lies 8 miles to the southward of the light-house. This inlet is only for small vessels that draw not more than 6 feet water. *Fenwick's island* lies 15 miles to the southward of the light-house, which island parts *Delaware* from *Maryland*. This island has a grove of trees on it, and you will have 6 or 7 fathoms water, within a league of the land, and a strong current setting to the southward. When you are within half a mile of *Senepuxet* and *Chingoteack shoals*, you will have 12 fathoms water. The land from *Chingoteack* to *Cape Charles* makes broken land, with islands, and several small inlet. There is a good harbour within *Chingoteack shoals*, which goes by the same name. You leave *Chingoteack shoals* on your larboard hand, and *Metomkan harbour* about 3 leagues W.S.W. from *Chingoteack*. *Metomkan harbour* has 9 feet water, at high tide. These are very dangerous harbours in a gale of wind, but you may ride along shore with the wind from N.W. to S.W. When the wind blows hard at N.E. or E.N.E. and you are in sight of *Chingoteack shoals*, your only chance for safety is to stand to the southward, for you cannot clear the land to the northward, or go into the harbour of *Chingoteack*, which lies about N.W. 6 miles from the south end of the shoals. When the wind is to the eastward it is generally thick weather on the coast. After you pass the southward of *Chingoteack*, steer S.S.W. for the light-house on *Cape Henry*, for the northern part of *Machapungo shoals* lie 4 or 5 leagues to the northward of *Smith's island*, and the southern part of them comes near abreast of said island. In steering to the S.W. westward, 5 or 6 leagues S.E. of *Smith's island*, you will have 12 or 13 fathoms, and in some places 3 and 4 fathoms. When you are 20 leagues from land, in the latitude of $37^{\circ} 30'$, you will have from 40 to 45 fathoms; but when to the southward of *Cape Henry*, you will have from 7 to 8 fathoms, within a league of the land, and a strong southerly current, which in general runs from two to two and a half knots an hour.

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Directions for sailing in by Cape Henry Light-house.

WHEN coming from sea, in the latitude of *Cape Henry*, you meet with soundings about 25 leagues off, which you may observe by the colour of the

* This Cape lies 12 miles S. by W. of *Cape Charles*, both of which form the entrance of *Chesapeake bay*.

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water. On the south edge of the bank you will have 40 fathoms water, which will shoal to 20, and still decrease as you approach the shore, generally sandy bottom. In clear weather, you may see the land when in about 10 or 11 fathoms, regular soundings, at which time you will be about 5 leagues to the southward of it. To the northward of the land, in 6 fathoms, the soundings are irregular, and the ground coarser. In coming in, with the wind northwardly, you must be careful of the outer part of the *Middle ground*, which lies 14 miles E.N.E. from *Cape Henry*, and 7 miles S.E. by E. from *Cape Charles*. You may go so near it as to bring *Cape Henry* to bear W. $\frac{1}{2}$ S. which will carry you round the tail of it in $4\frac{1}{2}$ or 5 fathoms water, when you will deepen into 11, 12, or 13 fathoms, and then haul away for the bay, the cape being steep too. The channel between the cape and *Middle ground* is about 4 miles wide, and 8 fathoms water close to the latter.

With a fair wind, you may bring the light house to bear west; but if you have the wind ahead, and are obliged to turn in, you may stand to the southward till the light-house bears N.W. by N. and to the northward till it bears W.S.W. You will have 9 or 10 fathoms within a mile of the light-house, and from 6 to 5 fathoms close to the *Middle ground*.

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Directions for sailing between the Middle Ground and the Horse Shoe.

CAPE HENRY S. E. by S. leads over the tail of the *Horse shoe*, in 5 or 6 fathoms. This part of the shoal lies in ridges, so that you will frequently find one half a fathom difference at a cast; but it is not dangerous. The tide of ebb down *Chesapeake bay* sets over it to the southward.

The *Middle ground* is very hard sand, and pretty steep on the south-western side. Bring the light (after passing *Smith's island*) to bear S.W. and run for it, which will carry you over the *Middle ground*, in ship channel, into 7 and 8 fathoms, when you must haul up west, and run for the *Horse shoe*, where you will find from $4\frac{1}{2}$ to 3 fathoms, good anchoring. The ebb out of *James* and *York rivers* sets over it to the eastward, which makes it dangerous sailing there in the night. In turning, stand towards the *Horse shoe*, to 4 or 5 fathoms, and towards the *Middle* to 8 fathoms; but it is best not to venture into deep water, for the deepest water, viz. 9 and 10 fathoms, is very near the *Middle ground*.

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Directions for New Point Comfort.

WHEN you bring *Cape Henry* to bear S.S.E. you may steer N.N.W. 8 leagues, which course and distance will carry you into *New point Comfort*. There is a shoal which lies east from the point distant 2 miles, and four rivers that empty into this bay or harbour, viz. *Severn river*, *Way river*, *North river*, and *East river*. These rivers are all navigable for vessels of 50 or 60 tons, and considerable places of trade.

Vessels at anchor in *New Point Comfort* are exposed to the wind from E.S.E. to S.E. and I would therefore recommend in that case to go into *Severn river*, where they will lie safe from all winds. Your directions for this port are to bring the south point of *New Point Comfort* to bear E. by S. and steer W. by N. 2 leagues, which course you will continue till *Severn river* bears W.S.W. when you must steer into the river W.S.W. or S.W. by W. which will carry

you safe, where you may lie land locked from all winds. In running for this river you will make two bunches of trees on your larboard hand, which at a distance appear like two islands, but as you approach them you will find they are on the main land. In going into the river you must keep your lead going, and keep in the middle, and go between two points of marsh, and you will have no more than 3 fathoms between *New Point Comfort* and *Severn* river, muddy bottom. You may go to sea from this river with the wind from S.W. to N.W.

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Directions for Norfolk and Hampton Road.

A SHIP from sea falling into the northward ought not to go nearer than 7 fathoms on the shore until she is well up with the middle of *Smith's island*, when she may stand into 5 fathoms without danger.

A ship, approaching from the southward, is to keep in 7 fathoms water, and no nearer, her course varying between N. $\frac{1}{2}$ E. and $\frac{1}{2}$ W. which will bring her up with the cape, when falling into 8 or 9 fathoms water, sticky ground, will shew her to be in the channel way.

If the light on *Cape Henry* is to be seen, keep no further to the northward than for the light to bear W.S.W. by the compass, which course, after crossing the *Middle* in 4 or $4\frac{1}{2}$ fathoms, will lead you to the channel-way, in 7, 8, and 9 or 10 fathoms, sticky bottom; from thence a west course will lead you to the tail of the *Horse shoe*, in 5 fathoms, hard sand, the light bearing S.E. by E. If bound to *Hampton road*, in order to gain with certainty the southern shore, on which it is right to take soundings, steer W. or W. by S. until the light bears E.S.E. then, being in 5 fathoms, or a quarter less 5, a W.N.W. course leads you up clear of *Willoughby's point*—this being passed, and the water deepened into 9 or 10 fathoms, it is necessary to haul up W.S.W. observing to come no nearer than 9 fathoms to the south shore, lest the bar off *Sowell's point* hooks you in. Should you, after passing *Willoughby's point*, fall in 14 or 15 fathoms, †*Old Point Comfort* light-house bearing W.N.W. steer up S.W. by W. but go no nearer to *Hampton bar* on the north side than 10 fathoms, it being steep too, until you pass *Sowell's point*, when, *Old Point Comfort* bearing N.E. you fall into 7, 8, and 9 fathoms, good anchoring.

As the setting of the tide varies much at different stages thereof, attention should be paid as well to the bearing of the light as the soundings, when running up from the cape to *Willoughby's point*, lest you cross the channel and run on a lump of the *Horse shoe*, called the *Thimble*, which has only 8 feet water on it, and is steep too, (say 7 fathoms)—this lump lies a little below *Willoughby's point* on the opposite side—to avoid which is the reason why it is necessary to take the soundings, as the south side of the channel is in general sticky bottom, and on the *Horse shoe* it is hard sand.

From *Hampton road* to *Norfolk* the channel is too intricate for strangers to approach without a pilot, and they must anchor in the road.

The greatest depth of water that can be carried to *Norfolk* is 21 feet; but if a ship should touch, the mud being so very soft, she will not be subject to injury, and there is no sea runs where the shoal water lies.

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*The light-house is situated on the larboard hand going in, is about 90 feet from the surface of the water, and cannot be seen a great distance. There is a house erected near the light-house for the accommodation of pilots.

† There is a light-house on this point, which lies on the starboard hand.

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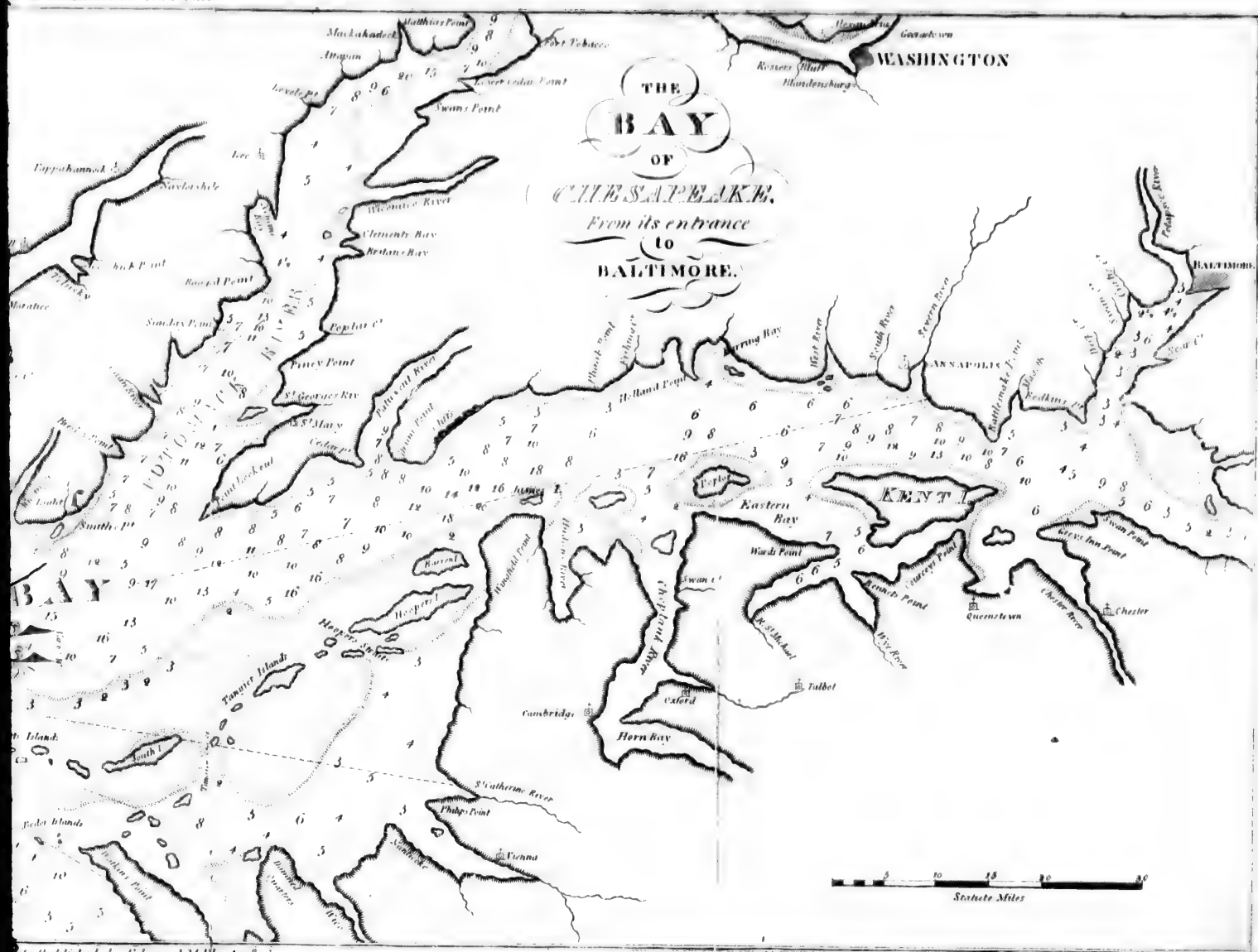
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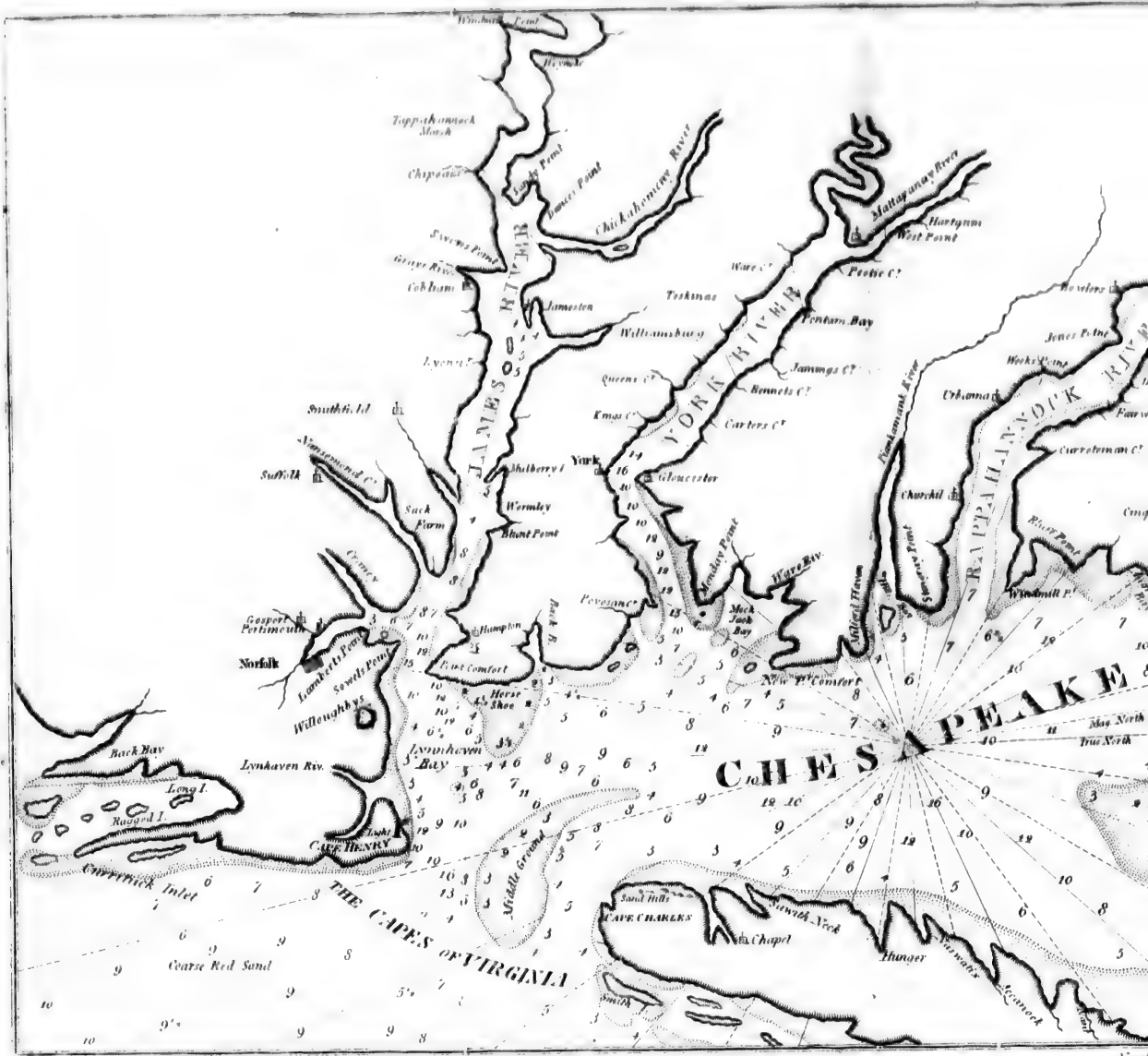
Directions for running from Cape Henry up the Bay to Baltimore.



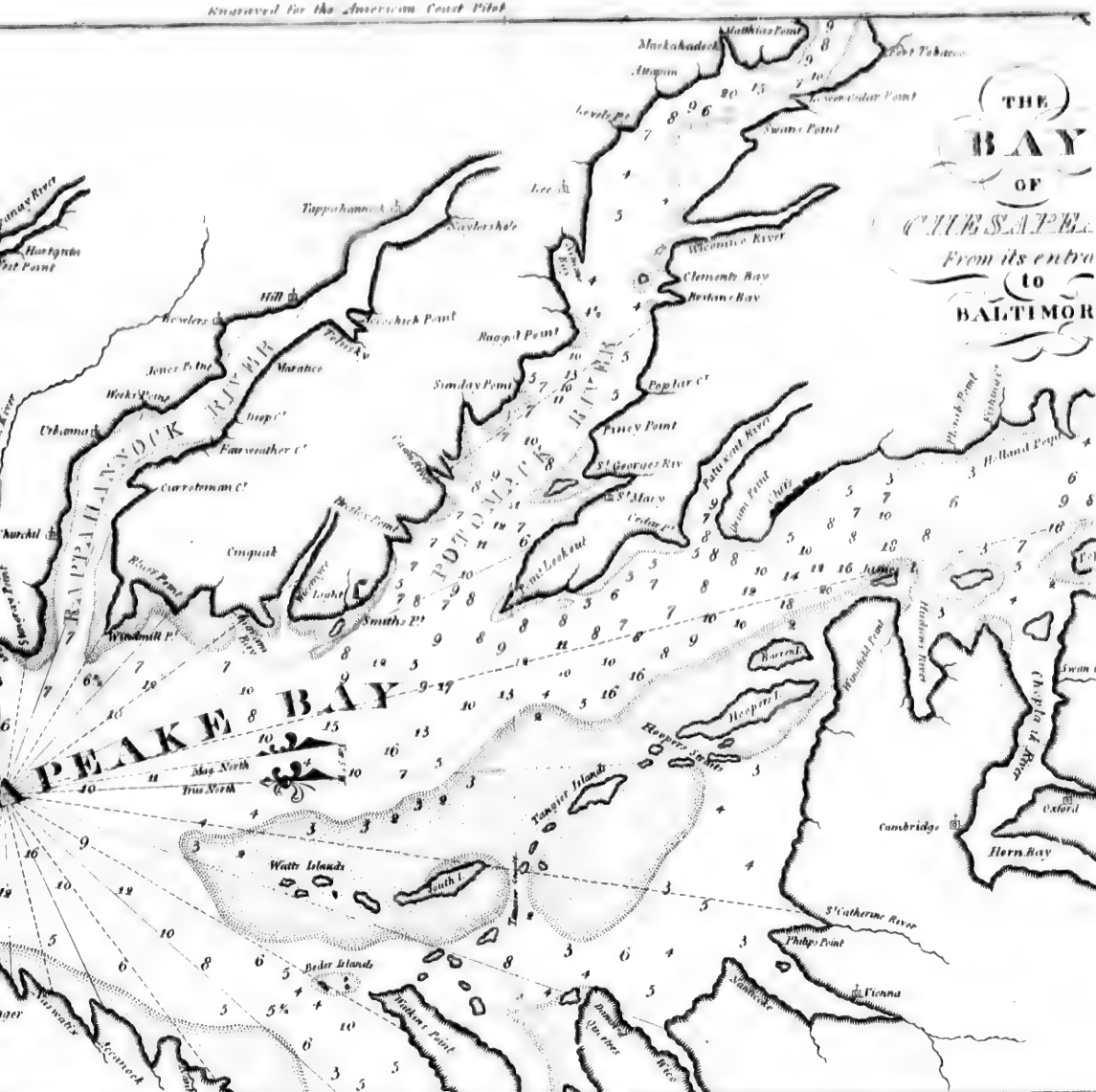
WHEN you come in from sea and are bound up the bay, bring *Cape Henry* to bear S.S.E. and steer N.N.W. about 4 leagues, which will carry you to the northward and westward of the *Middle ground* that lies between the two capes, and when you have *Smith's island*, off *Cape Charles*, to bear E. you will be to the northward of this shoal. If you have the wind ahead, and are obliged to turn to windward, you must not stand further to the eastward after the light-house or the cape bears S.S.E. as the western part of the *Middle ground* is steep. In standing to the westward, you may go into 3½ and 4 fathoms without danger; but in standing to the eastward, you must not go into less than 8 fathoms, as you will be near the *Middle ground*. If you wish to anchor at *New Point Comfort*, which bears from the cape about N.W. by N. distant 8 leagues, you must take care of the *Spit* that runs off the point about S.E. 2 miles. Keep to the westward of this point of sand, and you may run in under the point and anchor in 4 or 5 fathoms water, fine bottom, where you will be secure from northerly or N.E. winds. After you are clear of the *Middle ground*, as before directed, and have the cape to bear S.S.E. and a fair wind, you may steer up the bay north; come not to the westward of north till you have *Gunn's island* to bear west, to avoid a shoal called the *Wolf trap*, which lies N.N.E. 2½ leagues from *New Point Comfort*, and S.E. by E. 1½ league from *Gunn's island*, which is but small. From the *Wolf trap* steer N. 20 leagues, which will carry you to the mouth of the *Potomac*. When you have *New Point Comfort* to bear west, you are within 10 leagues of *Watt's island*. In running the above course and distance, you will have from 10 to 4 fathoms before you come up with the islands. If you should come into 3 fathoms as you approach these islands, you may haul a little to the westward, when you will deepen your water. Off *Watt's* and *Tangier's islands* the soundings shoal gradually. If you want to go into *Rappahannock river*, which is about 6 leagues to the northward and westward of *New Point Comfort*, and 1½ league from *Gunn's island*, you must, when it bears about N.W. run for it, leaving *Pianhitank* on your larboard hand, where you will have from 7 to 3 fathoms. As you come up with the larboard head of the river, keep your soundings on the larboard hand from 3 to 7 fathoms, and not deepen your water more than 7 fathoms to the northward, to avoid a long spit of sand that runs off 2 miles S.E. from the northern head of the river, which is very steep, but keep round the southern head, in the above depth of water, where you may anchor in 7 or 8 fathoms, good bottom, and lie safe from all winds.

After you are up the bay, as far as *Watt's Island*, and have it to bear about E.S.E. you will deepen your water from 5 fathoms to 10 and 12, muddy bottom. Continue your course north until *Watt's island* bears S.E. and *Smith's point*, which is the southern head going into *Potomac river*, bears west, when you will be in 10 or 12 fathoms water. If you deepen your water to 15 or 20 fathoms, you will be very near the bad spit or shoal that runs off from *Smith's point* into the bay 1½ league. Keep your soundings in 10 or 12 fathoms on the *Tangier's* side, as before directed: you may then haul up N.W. by N. for *Point Lookout*, which is the northern point of *Potomac river*, and come too within one mile of the point on the western side of the bay, and have 4 and 5 fathoms water, muddy bottom. When you are up with *Potomac river*, and would wish to harbour, having the wind down

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 *A light-house has lately been erected on this point.



Engraved for the American Coast Pilot



THE
BAY
OF
CHESAPEAKE
From its entra
to
BALTIMOR

Newburyport, Published by Edmund M. Blunt, 1860.

the bay, you may run in round *Point Lookout*, giving it a small birth, and anchor, where you will be sheltered from all northerly winds.

When you are up as far as *Point Lookout*, and have the wind ahead, you have a good channel to beat in, up as far as *Patuxet river*. You may stand on each tack to 4 or 5 fathoms; but in standing to the eastward, when you have 9 or 10 fathoms, it is best to tack, as the ground rises sudden to 4 or 5 fathoms, and then lessens into two, hard sand; the western side is more regular. Your course from *Point Lookout* to *Patuxet river*, with a fair wind, is N. by W. $\frac{1}{2}$ W. and the distance 5 leagues, in 7 and 10 fathoms water, which will carry you up with *Cedar point*, which is pretty bold, and makes the south point of *Patuxet river*. If the wind is to the northward, and you cannot get into *Patuxet*, (which is often the case,) you may run in under *Cedar point*, and anchor in 3 or 4 fathoms, good bottom, and secure from the wind down the bay.

Patuxet is as remarkable a river as any in the bay, having very high land on the north side of the river, with red banks or cliffs. If you go into this river, give *Cedar point* a small birth, and stand to the northward till you have the river open, when you may run in for *Drum point*, which is on your starboard hand. This is a sandy bold point, with some small bushes on it. Double this point, and come to in $2\frac{1}{2}$ and 3 fathoms water, where you will be secure from all winds. In beating into this place, you may stand to the north side for the high red cliffs to 3 fathoms, and to the south side to 5 fathoms water, and in the channel you will have 7 fathoms water. When standing to the south side of the river, you will see some buildings on the north side of the river, above *Drum point*: as soon as these buildings come on with *Drum point* you must tack, to avoid a spit that runs off from the south side of the mouth of the river.

If you cannot get up the bay, you may anchor under the high cliffs, and lie safe from northerly winds, in 4 or 5 fathoms water.

If you should harbour in *Patuxet*, when you come out, bound up the bay, give the high land on the northern side of the river something of a birth, and also give *Cow point* a good birth, as a large spit runs off here some way, which is very bold: You will have 8 fathoms, and before the next cast of your lead you may be ashore. Run from *Patuxet* into the bay till you have 9 or 10 fathoms water, when you will be near mid-channel. Your course up the bay, when in the channel, is N. by W. $\frac{1}{4}$ W. to *Poplar island*, distant 8 or 9 leagues. In running this course, you will have from 10 to 15 fathoms. When *Sharp's island* bears E. you may find 18 fathoms, muddy bottom. After leaving *Patuxet river*, if you intend to go into *Great Choptank river*, you must leave *James' island* (or point) on your starboard, and *Sharp's island* on your larboard hand, giving both a good birth, as there are long spits off from both these places. After you have passed *James' point*, steer away about N.N.E. in 7 and 8 fathoms, which will carry you in under *Sharp's island*, where you may anchor within half a mile of the island, and lie secure from northerly and N.W. winds, and, if you wish it, take a pilot at this place. After you are up with *Poplar island*, and it bears E. you may then steer away about N. distant $5\frac{1}{2}$ leagues, which will carry you up to *Annapolis river*. After leaving *Poplar island*, the next you come to is *Kent island*, between which makes *Wye river*. If the wind comes ahead when you are up as far as the southern part of *Kent island*, you may run in under it, opposite *Poplar island*, and anchor in 6 or 7 fathoms water, and lie secure from all winds except S.W.

The land on the western side of the bay, from *Patuxet* to *Annapolis river* is something high, with several bays, such as *Hemming and West river bays*, where the soundings are gradual on both sides. You will have, in running from *Poplar island* to *Annapolis* or *Talley's point* (which is the southern point of *Annapolis river*) from 7 to 15 fathoms water. Give *Thomas' and Talley's*

point a good birth, as there are long spits off from both places. If you go into *Annapolis river*, give *Talley's point* a good birth, and haul into the westward for the mouth of the river, taking your soundings off the south side in 3 and 4 fathoms water, and pass in between *Talley's* and *Green bush point*, which you leave on your starboard hand, giving said points a birth of an equal width, and run just above them, where you may anchor in 3 and 4 fathoms, and lie secure from all winds.

After you are up with *Annapolis*, and bound to *Baltimore*, when in the middle of the channel, your course is N. by E. about 5 leagues, which will carry you up to *Baltimore river*. Come not to the northward of N. by E. for fear of *Rattle snake point* and the *Bodkin shoals*, which you leave on your larboard, and *Swan's point* on your starboard hand; this point is on the eastern side of the bay, to the northward of *Kennis island*, (or *Love point*.)

From *Annapolis* to the mouth of *Baltimore river*, you will have from 4 to 10 fathoms. Come no nearer the western side than $4\frac{1}{2}$ or 5 fathoms, till you have the river open, at which time *Swan's point* bears about E.S.E. when you may haul in for the river. The best mark is the north point a little open with a gap of woods on *Sparrow's point*, which will carry you in 3 fathoms water, which is the most you will have in this channel, soft bottom. Keep these marks till *Bodkin point* bears S.S.W. then steer W. or W. by N. into the river, giving *North point* a birth of about one mile. When abreast of *North point*, steer away for the *White rocks*, which you will see on the south side of the river, until you are abreast of them, when you must haul to the southward till you bring *Leading point* (which is high bluff woods) within 2 sails breadth of *Hawkins' point*, and keep it till you are almost abreast of the rocks, when you must again haul to the southward, till you bring the said points within a small sail's breadth of each other, which must lead you up to *Hawkins' point*, to which give a birth of one quarter of a mile. There are several small shoals of about 2 fathoms on each side of the channel, which are steep, and the channel between them not more than a quarter of a mile wide. When you come up with *Hawkins' point*, you may steer away for the *Narrows* (on which the fort stands) about N.W. by N. which course has nothing to obstruct you; you will have from $2\frac{1}{2}$ to 5 fathoms. When you are up with the *Narrows*, pass between the two points, and give the larboard side a good birth, to keep clear of a shoal just above the *Narrows*: then haul to the S.W. up for the wharves, on the point which is on the starboard hand, and there anchor, or proceed to *Baltimore*. If you leave the point, keep your larboard hand on board, when you will find good bottom, from which you may proceed to the wharves, or come too with safety.

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Directions from New Point Comfort to Potowmac river.

FROM this point, a *Spit* extends S. E. 2 miles, which you will avoid by not going into less than 4 fathoms water. About $2\frac{1}{2}$ leagues N.N.E. from *New Point Comfort*, and 2 leagues E. from *Iron point*, lies the *Wolf-trap rock*, on which there are 12 feet at low water; between this rock and *Point Comfort* there are 8 and 9 fathoms. From the *Spit*, which runs off from *New Point Comfort*, to the entrance of *Rappahannock river*, the course is N. by W. and the distance 6 leagues. You may keep in 5 or 6 fathoms water. Near to the *Wolf-trap rock*, there are 7 fathoms.

From the entrance of *Rappahannock* to the flat which runs off from *Wichomomaca point*, the course is N. and the distance 6 leagues. You may run in

5, 6, or 7 fathoms water. When you draw near the shoal which runs off from *Wichocomaca point*, you should not go into less than 7 fathoms. This shoal extends about $2\frac{1}{2}$ miles E.S.E. from *Smith's island*; on its extremity there are only 2 fathoms water, and very near to it, eastward, there are 10 or 12 fathoms. The mark for the shoalest part of this sand, is a house with a white chimney, standing among the trees on the shore within *Smith's island*, open to the northward of the island, and bearing west. When this house bears W. by N. you are to the southward of the extremity of the shoal; and when it bears W. by S. you are to the northward of it. That which adds considerably to the danger of this shoal, in going either up or down the *Chesapeake* is, the broken islands which lie on the east side of the channel, and the flats of sand which extend from 5 to 8 miles to the westward from them.

The *Tangier islands* lie to the southward of *Cooper's islands*, and the *Tangier islands* and *Watts' island* make the entrance of *Pocomoke bay*, which bay separates *Virginia* from *Maryland* on the eastern shore.

Potowmac river separates *Virginia* from *Maryland*: Its entrance is formed by *Wichocomaca point* on the south side, and *Point Lookout*, on the north side; the distance between these two points is about $3\frac{1}{2}$ leagues.

If you are bound to *St. Mary's river*, you must give *Point Lookout*, and also the shore about it, a good birth; and when you approach *St. Georges' island*, you must keep nearer to the main than to the shoal, which extends from the island. Your course into the river is N.W. and as it is all open to your view, you may anchor where you please in 5 or 6 fathoms water.

If you are bound to *Wichocomaca* in *Potowmac river*, your course from the east end of *St. Georges' island* to *Ragged point* is N.W. $\frac{1}{2}$ W. and the distance 4 leagues. On the south or larboard side, there are flats lying off from the shore, which in some places extend one mile; come no nearer to them than 7 fathoms. In the middle of the channel you will have 11, 10, 13, 10 and 8 fathoms. You must give *Ragged point* a good birth, to avoid the shoal, which extends from it nearly one mile. From *Ragged point* to *Clement's island* your course is W. $\frac{1}{2}$ N. and the distance 2 leagues. In the middle of the channel you will have 6, 5, $4\frac{1}{2}$, and 7 fathoms water. On the south side, a little below *Clement's island*, is *Nomine bay*. From abreast of *Clement's island* steer W. N.W. in 6, 5, and 4 fathoms water, until you have *Wichocomaca river* open; then pass pretty near to the island, which is on the east side of the entrance, in order to avoid the shoal which runs off from the point on the west side. Steer about north into the river, and anchor on the south side of *Newton's point*, in 5 or $4\frac{1}{2}$ fathoms water.

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Directions from Potowmac River to Patuxet River.

FROM *Point Lookout* a flat runs off a considerable way, which you must be careful to avoid, by not coming any nearer to it than 7 or 8 fathoms water. Opposite this point, the flat of *Tangier islands* extends so far to the westward as to narrow the channel of the *Chesapeake* to about $4\frac{1}{2}$ miles. This part of the flat is steep, and has 13 fathoms close to it. About 2 leagues to the northward of *Point Lookout* is *St. Jerome' point*, off which, above 2 miles, there lies a shoal. About 3 leagues to the northward of *St. Jerome's point* is *Cedar point*. Between them (7 or 8 fathoms) is a good depth to keep in; near to the flat on the east side, there are 10, 16, 9, and 11 fathoms.

Cedar point is on the south side of the entrance of *Patuxet river*: the ground is low and sandy, and has some straggling trees standing on it. From this point a flat extends to the eastward, and also to the northward. On the north

side of this river there are high hills, called *Cliffs*, with trees on them; and from this side also a flat extends, but the shoalings on each side of the channel are gradual, and the ground soft. In the middle of the channel there are 8 fathoms water. Higher up is *Rously's point* on the south side, and *Drum point* on the north side; the latter is a low sandy point. You may anchor without these points, or you may go further up the river, always observing the following general rule in all the deep bays throughout *Virginia* and *Maryland*, namely—To every point, more especially where the sand is low, give a good birth in passing, because spits or flats of sand extend from them; and consequently the water is shoal in such places.

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Directions for going from Cape Henry or Lynn Haven Bay, to York River.

AS *Cape Henry* S. by E. would lead you on the tail of the *Middle ground*, and as the proceeding with it at S.E. would carry you on the tail and north edge of the *Horse shoe*, your keeping the cape on any bearing between S. by E. and S. E. will carry you through between the two shoals. On the tail, and along the north side of the *Horse shoe*, the shoalings are gradual. With *Cape Henry* bearing S.S.E. or S.E. by S. steer N.N.W. or N.W. by N. until you bring *Cape Charles* to bear E. by N. you are then to the northward of the *Horse shoe*, and may steer N.W. or N.W. by W. according as you have the wind and tide. As the ebb sets strong out of the *Chesapeake* over the *Horse shoe*, you must not, with a northerly wind and ebb tide, approach any nearer to the shoal than 5 or 6 fathoms water. When you have brought *New Point Comfort* to bear N. and *Back-river point* to bear S. by W. you are then abreast of the tail of *York spit*, in 3 fathoms water. When you are a little above *Long isle*, you must not come any nearer to the shore than 5 fathoms, until you enter the river above the marsh, then keep in 9 or 10 fathoms, and run up and anchor between *York* and *Gloucester*, in what depth you please.

With a contrary wind, stand towards the *Horse shoe* in $4\frac{1}{2}$ or 5 fathoms, and from it into $6\frac{1}{2}$ or 7 fathoms, until you are abreast of the entrance of *New Pocosan*, where there is a gut of 7 fathoms, which runs close to the entrance; you should therefore be careful to avoid going too far in, and thereby getting on the tail that extends from *Toos marsh*. When you have got thus far up, you should go no nearer to the shore on this side, than 7 or $6\frac{1}{2}$ fathoms, all the way up to *York*. On the other side, you should not stand any nearer to the small isles on *York spit*, than 10 or 11 fathoms: close to the tail of this spit there are 7 fathoms: close to the middle of it there are 10 fathoms; and close to it, abreast of the islands, you will have 13 fathoms, and before you can get another cast of the lead, you will be ashore. When you have entered the river, you must not come any nearer to the flat than 8 or 9 fathoms water. This flat extends from the north shore, almost one third over the river.

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* *Cape Hatteras.*

THIS cape lies about S. $\frac{1}{2}$ E. 37 leagues from *Cape Henry*; between them lie the inlets of *Currituck* and *Roanoke*. In the former there are 10 feet water,

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* On the pitch of this Cape (which is low sandy land) a light-house was erected in 1799, which is painted white and bears N. N.W. from *Cape Hatteras* about 4 leagues distant; there is a good channel $1\frac{1}{2}$ mile from the light, keeping the land on board.

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and in the latter 8 feet water. About $6\frac{1}{2}$ leagues N. by E. $\frac{1}{2}$ E. from *Cape Hatteras*, lies the south end of a bank on which there are 5 and 4 fathoms water; it extends N. and S. nearly three leagues, and is about $2\frac{1}{2}$ miles broad. The inner edge of this bank is about 3 miles from the shore, between them there are 10 and 9 fathoms water. Close to the south end, and along the outer or east side, there are 7 fathoms. About 3 miles N. by W. from the north end of this bank, and 3 miles E. by S. from the north end of *Hatteras island*, there lie some small knowls, on which there are only 9 feet at low water.

Cape Hatteras shoals extend 17 miles S.E. from the cape, and are from N.N.E. to S.S.W. 6 miles at the broadest part; near to them on the N. side, there are from 6 to 9 fathoms; near to the E. end there are 9 and 10 fathoms, and near to them on the S. side there are 20 fathoms. Your course from *Cape Henry* to the outer end of the shoals, is S.S.E. and the distance 34 leagues.

Cape Hatteras is the most remarkable and dangerous cape on the coast of *North-America*. This point extends far into the ocean, from the coast of *North-Carolina*, in $35^{\circ} 15'$ N. lat. The water is very shoal at a great distance from the cape, which is remarkable for sudden squalls of wind, and for the most severe storms of thunder, lightning, and rain, which happen almost every day, during one half the year. Some years since, the shoals in the vicinity of *Cape Hatteras* were found so dangerous, so extensive, and so shallow, many of them covered with not more than 8 or 10 feet water, that no vessels, in that latitude, ventured within 7 leagues of the land.

At present, the out-shoals, which lie about 13 miles S.E. of the cape, are but of 5 or 6 acres extent, and where they are really dangerous to vessels of moderate draught, not above half that extent. On the shoalest part of these is about 10 feet at low water; and here, at times, the ocean breaks in a tremendous manner, spouting, as it were, to the clouds, from the violent agitation of the *Gulph-stream*, which touches the eastern edge of the banks, from which the declivity is sudden, that is to say, from 10 fathoms to no soundings. On the spot above mentioned, which is firm sand, it has been the lot of many a good vessel to strike, in a gale of wind, and go to pieces. In moderate weather however, these shoals may be passed over, if necessary, at full tide, without much danger, by vessels not drawing more than 8, 9, or 10 feet water. From this bank, formerly of vast extent, and called the *Full-moon shoal*, a ridge runs the whole distance to the cape about a N.W. course, is about half a mile wide, and at low water has generally 10, 11, and 12 feet water. There are gaps at equal intervals, affording channels of about 15 or 16 feet water. The most noted of these is about a mile and a half from the land, and is about 1 mile wide, and might at full sea be safely passed by the largest ships; but is rarely used except by coasting vessels. It may be easily known by a range of breakers always seen on the west side, and a breaker head or two on the eastern side; which, however, are not so constant, only appearing when the sea is considerably agitated. A little north of the cape is good anchoring in 4 or 5 fathoms, and with the wind to the westward, a boat may land in safety, and even bring off casks of fresh water, plenty of which is to be found every where on the beach, by digging a foot or two, and putting a barrel into the sand.

Cape Lookout bears S.W. $\frac{1}{2}$ W. distant 23 leagues from *Cape Hatteras*. About $7\frac{1}{2}$ leagues S.W. $\frac{1}{2}$ W. from *Cape Hatteras* is *Occoke inlet*, in the entrance of which there are from 17 to 13 feet water. Between the two capes there are very regular soundings, in from 8 to 5 fathoms water.

Cape Lookout shoals extend 7 leagues S. by E. $\frac{1}{2}$ E. from the cape, and are about 3 miles across; close to them, on the east side, and off the outer end, there are 5 fathoms water; near to them, on the west side, there are from 5

to 9 fathoms. The outer part of these shoals lies 25 leagues S.W. $\frac{1}{2}$ S. from Cape Hatteras, and 30 leagues S.W. by W. $\frac{1}{4}$ W. from the outermost part of Cape Hatteras shoals. The deepest water between them is about 30 fathoms.

About 3 $\frac{1}{2}$ leagues N.W. by W. $\frac{1}{4}$ W. from Cape Lookout is the entrance of Topsail inlet, in which there are 3 fathoms water. The channel lies in, first, N.E. by E. and then gradually alters round the flat, which extends from the island on the larboard, or west side, to the N.N.W. $\frac{1}{4}$ W. You will have 3, 4, and 5 fathoms in the channel, as you proceed to Beaufort, where you may anchor at low water, in 3 fathoms.

Cape Fear lies 26 leagues S.W. by W. $\frac{3}{4}$ W. from Cape Lookout. Between the two capes, there are islands lying all the way along the shore, off which, about 2 leagues distant, there are from 5 to 9 fathoms water. About 10 $\frac{1}{2}$ leagues to the westward of Topsail inlet is the entrance of New river, in which there are only 5 feet, at low water. On each side of this entrance, there are two inlets, in which there are from 7 to 11 feet water.

Cape Fear shoals extend about 7 $\frac{1}{2}$ leagues S. by E. $\frac{1}{2}$ E. from the cape; they are about 3 miles broad. On the inner part of the shoals there are 6 feet water; and on the middle part there are only 5 feet water; near to them every where there are 5 or 6 fathoms. About 4 miles to the southward of their extremity, there are 13 fathoms. The entrance of Cape Fear river is about 6 miles to the westward of the cape; there are 3 fathoms in it at low water.

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Directions for coming in from sea for the coast of North-Carolina.

WHEN you are steering in for this coast, you should endeavour to keep about a degree to the southward of the latitude of the place which you intend to make, until you reckon yourself upon the edge of the *Gulph stream*, and then your own judgment will direct what course is best, according as you find the wind to blow. Do not, if possible to prevent it, go to the northward of 33° 20' N. lat. until you get into 10 fathoms water; in this depth you will be within the south or outer end of the *Fryingpan shoal*, which lies in lat. 33° 30' N. In approaching the coast in 33° 20' lat. your first soundings will be from 30 to 25 fathoms: in this depth you will be very near to the inner edge of the *Gulph stream*. When you get into 17 fathoms, you will have fine grey sand, with black spots; in this depth of water there is a long flat. In steering W. you will, for the first 5 or 6 leagues, shoal the water very little; when you come into 14 fathoms, you will shoal your water quicker, but gradually. In 10 fathoms water you will see the land, if the weather be clear; and you may then be sure that you are within the *Fryingpan*. From the outside of this shoal you can see no land bearing to the westward of N.W.

In order to go over Cape Fear bar, you must take care not to bring the pitch of the cape to the eastward of E. by N. until you have brought * *Bald head* to bear N. $\frac{1}{2}$ E. when the channel over the bar will be fairly open; and, if the weather be so bad as to prevent your getting a pilot, you may steer in N. $\frac{1}{2}$ E. without being apprehensive of danger. At such times, the middle ground on the larboard side, and the fingers on the starboard side, will shew themselves

* *Bald head*, at the mouth of Cape Fear river, is at the S.W. end of Smith's island, and with Oak island forms the main entrance into the river. The light house, which was erected in Dec. 1794, bears N.N.W. from the point of Cape Fear, and 8 leagues N.W. by N. from the extremity of the *Fryingpan shoal*.

very plain, by the breakers. As the least water on the bar is 3 fathoms, you may venture to go in at half flood.

* *Georgetown* entrance is 18 leagues S.W. $\frac{1}{2}$ W. from *Cape Fear*; between lies a bank, on which there are 5 fathoms water. The north end of this bank lies about $5\frac{1}{2}$ leagues S.W. by W. from *Cape Fear*; it thence extends S.W. $\frac{1}{2}$ S. $8\frac{1}{2}$ leagues. The inner or N.W. side of this bank is about 4 leagues from the shore; near to this edge, there are 10, 9, and 8 fathoms water; it shoals gradually, as you advance towards the shore: this is called *Long bay*.—Near to the north end of this bank, there are 10 fathoms water; along its S.E. side there are 8, 7, and 6 fathoms; to the southward of this bank there are several shoals.

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Directions for sailing by Georgetown Light-house, erected on the southern point of North Island, at the entrance of Georgetown (S. C.) Harbour.

THE light-house bears N.N.E. from the outer shoal of *Cape Roman*, distant 5 leagues. In passing it, either northwardly or southwardly, vessels will find 5 fathoms water, within 5 miles of the land. The eastern bank, which is the most eastern and outer shoal, lies about $1\frac{1}{2}$ mile to the S. E. of the range of shoals that are before the entrance of the harbour, and within 5 miles of the land; on the eastern point of it there are 2 fathoms water at high water, on the western, 3 fathoms, and 5 fathoms all round it.

The light-house bears, from the eastern point, N.W. about 2 leagues, and from the western, N.N.W. at the same distance. The principal entrance into the harbour lies to the southward; vessels drawing from 7 to 8 feet water, may (if a pilot cannot be procured) enter at half tide, by bringing the light-house to bear N. by W. and running directly for it, to within 100 fathoms of the land; they then will have deep water on both sides for several miles up the bay. A common flood tide rises here about 4 feet.

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[A gentleman of respectability at *Georgetown* some time since, communicated the following to the Proprietor of the *Pilot*, which may be depended on.]

Directions for sailing into the Harbour of Georgetown, through North Inlet, a new passage lately discovered.

STEER a W. by S. course, keeping in the middle of the river, where you will not have less than 15 feet water. [It has been generally believed that a shoal extended across this passage, which is not the case.]

The outer shoal of *Cape Roman* lies about 5 leagues S.S.W. from *Georgetown* light-house; between them lies the entrance of *Santee river*. The south entrance is $2\frac{1}{2}$ leagues from the entrance of *Georgetown river*, and 3 leagues from *Cape Roman*. Ships that fall in with the shoals of *Georgetown* entrance, should not come into less than 4 fathoms water; you are then about 10 or 12 miles from the land, and although the muddiness of the water is apt to frighten strangers, there is no real danger to be apprehended. The land here is low, and appears, when viewed at a distance, in hummocks, like a range of islands.

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* There is a light-house here, of an octagonal form, built on a sandy beach, and alternately painted red and white.

Cape Roman is very low land; it has neither tree nor bush, and appears, when seen at a distance, to be a sand left dry by the tide. All the way from the south entrance of the *Santee river*, to about 2 miles S.W. of *Cape Roman*, there is a shoal which extends to a considerable distance from the land; the S. E. point of it lies about 4 leagues S.E. $\frac{1}{2}$ E. from the south point of *Georgetown* entrance; and the S.W. point lies about 5 leagues S.E. by S. from *Cape Roman*. There are 4 and 3 fathoms close to this dangerous sand; the land is so low, that you cannot, at the extremity of the shoal, see it from the deck. Instances have occurred that vessels have shoaled their water to 3 fathoms without making land, when they could see 5 or 6 miles from the deck, at which time the water was very muddy, and soundings coarse yellow land. On *Cape Roman* is a windmill, which has frequently been taken for *Charleston* light-house.

From the S.W. part of the shoal, steer W.N.W. and you will soon see the island called *Racoan Lays*; it is a long narrow island, and lies about W. by S. from *Cape Roman*. When you see *Racoan Lays island*, steer E.S.W. or S.W. by W. in about 5 fathoms water. As there is a shoal runs off about 5 miles S.E. by E. from the N.E. end of *Bull's island*, you should take care to avoid it in passing. Between *Racoan Lays island* and *Bull's island* lies *Service bay*. As there are shoals lying off the west end of *Racoan Lays island*, you should anchor near to *Bull's island*, in 6 fathoms water.

From the shoal off the N.E. end of *Bull's island* to *Charleston bar*, your course, to go clear of the *Rattle-snake*, is S.W. by W. $\frac{1}{2}$ W. and the distance 7 leagues. Between *Service bay* and *Charleston bay*, there are four islands, viz. *Bull's island*, *Spencer's island*, *Davis' island*, and *Long island*. There are flats extending from all the islands, along which the soundings are regular. With *Charleston* churches to the northward of *Sullivan's island*, you will be in 5 $\frac{1}{2}$ fathoms water on the edge of the *Rattle snake*; and when the churches are open to the southward of *Sullivan's island*, you are clear of the *Rattle-snake*. You should not come any nearer to this shoal than 5 fathoms water.

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Directions for sailing into Charleston, (S.C.)

The entrance of *Charleston bar* lies in lat. 32° 42' N. In running in for *Charleston* light-house, which may be seen, some distance at sea, you will have gradual soundings. When you come near the bar you may see the north and south breakers, between which is the entrance over the bar. In running over the bar you must have the light-house to bear W. by N. and run W. which course will carry you clear of the north sand which lies within the bar. Continue this course between the two breakers, when you will find from 12 to 18 feet water, according as the tide may be. Follow the above course, taking care that the tide of flood does not set you on the north breakers, till you come within half a mile of the light-house, when you may anchor in 4 or 5 fathoms water. Buoys are in general placed on the bar, in 12 feet water at low tide. The buoys are black.

There is another ship channel to the southward of this, called *Laxford's channel*, where you will have from 10 to 15 feet, according as the tide may be. In going into this channel, the course is N.N.W. There is a buoy here also.

**Charleston* light-house is built of brick, and situated on an island which you leave on your larboard hand going in, on low sandy land, about 80 feet high, the lower part of which is white, and the upper part black.

† The south breaker has a buoy on the east end, in 12 feet water.

This anchorage is called *Five-fathom hole*. From thence your course is about N. by E. $3\frac{1}{2}$ miles, in 6 or 8 fathoms water, which will carry you abreast of *Cumming's point*; when this point bears west, half a mile distant, steer N.N.W. for the S.W. part of *Sullivan's island*: you will have from 7 to 10 fathoms water. You may go within a quarter of a mile of *Sullivan's island*, as it is bold. Your course from thence to *Charleston* is about W. $\frac{1}{2}$ N. and the distance $4\frac{1}{2}$ or 5 miles. When you bring *Hog island* to bear N. and *Fort Johnson* to bear S. by W. you are up with the eastern end of the *Middle ground*, which you must not go nearer to than 3 fathoms. You may then steer nearly W. keeping in 4 or 5 fathoms water, which will carry you between the *Marsh* or *Shut's folly* and the *Middle ground*. This channel is narrow, not being more than a quarter of a mile broad, as the flats lie off from *Shut's folly* one quarter of a mile. Continue your west course till you come up to the town, where you may anchor in 5 or 6 fathoms water. In running up from *Sullivan's island* stand no nearer to the southward than till you come into 3 fathoms, for fear of the spit, (a *Middle ground* that lies off to the N.E. and E. from *Fort Johnson's point*;) as far as *Cumming's point*, nor to the northward nearer than 3 or 4 fathoms.

After sailing from *Sullivan's island*, as before directed, you must, if bound through the S.W. channel, or by *Fort Johnson's point*, bring the point of land on which the fort is, to bear S.S.W. and run directly for it, where you will have from 4 to 6 fathoms. When abreast of this point direct your course about N. W. by W. in 6 and 7 fathoms, about 1 mile, or till you bring a point of woodland to the northward of the town of *Cooper's river* to bear N.N.W. when you may run N.W. by N. about 1 mile, which will carry you up to the town, and anchor as above directed.

You may see *Charleston light-house*, in clear weather, in 10 fathoms water. The winds on soundings govern the current.

A gentleman from *Newburyport* being bound to *Charleston* in Jan. 1797, got soundings in lat. $32^{\circ} 55' N.$ had 65 fathoms, when he run W. b. S. 22 miles by log and had but 20 fathoms water.—[See the plate.]

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Orders and regulations of the port of Charleston, (S.C.)

THE harbour-master of the port shall keep an office at some convenient place, to which all persons having business with him, may at any time repair, between the rising and setting of the sun, and in some conspicuous part of said office he shall affix the regulations of the harbour, copies of which he shall cause to be furnished to each captain or commander of a vessel, immediately on his arrival.

No ship or vessel shall be allowed to hawl into any dock or to a wharf, upon any pretence whatever, until her yards are top'd, jib and spanker booms rigg'd in, and sprit-sail yards fore and aft, and such anchors as are not in use on the fore-castle deck, or such other part of the vessel as not to obstruct other vessels passing her sides.

The harbour master shall have full power and authority, and he is hereby required to order and direct the anchoring and mooring of all vessels coming into port, as also to fix the proper births, and upon application to order any vessel in ballast, light, or taking in cargoes at any of the wharves, to slack their fasts and give an inside birth to a loaded vessel; provided that at the time of the application there shall be no other birth vacant, or as suitable at the wharf in question, or at the adjoining wharves—and that no loaded vessel be allowed more than ten days for the discharge of her cargo.

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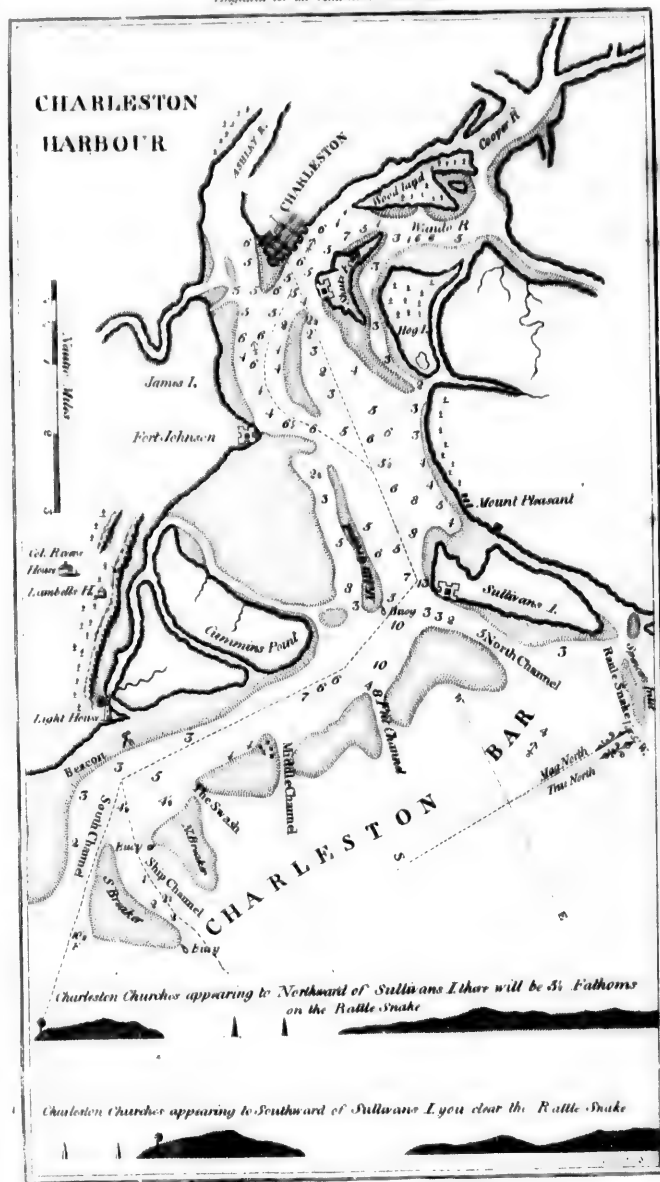
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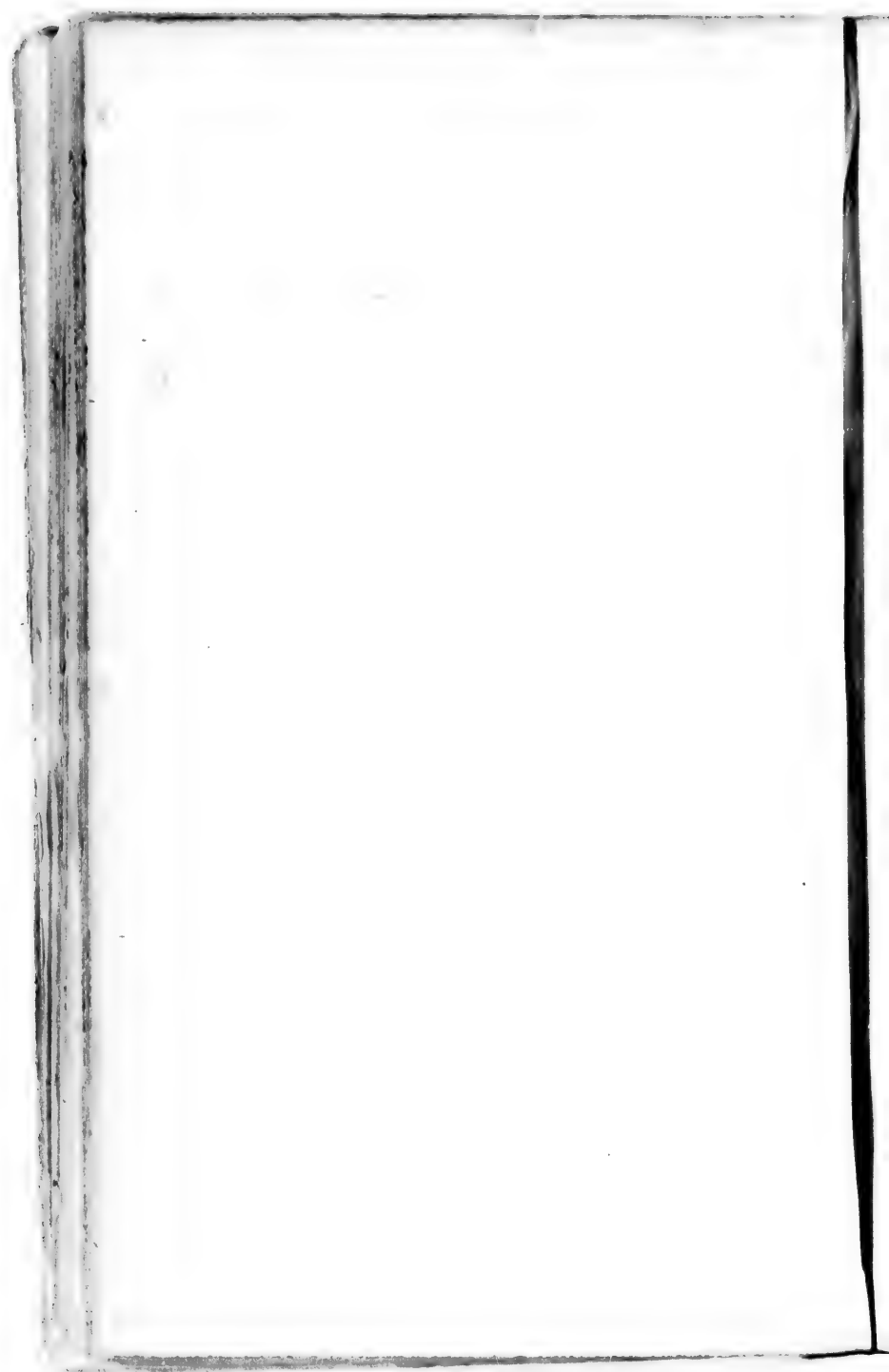
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Engraved for the American Coast Pilot





It is further enjoined on the harbour master to take care, that no vessel be permitted to remain at anchor in the river, within the distance of fifty fathoms, from the outermost vessel lying at any of the wharves.

If any captain, commander, or owner of any vessel shall refuse to anchor, moor, or slack his fasts as aforesaid, when required so to do by the harbour master, it shall be the duty of the said harbour master immediately, and without delay, to procure the necessary aid and assistance to anchor, moor, or slack the fasts of said vessel, and the expence thereby incurred, to charge to the captain, commander, or owner thereof, and if the same be not paid within twenty-four hours after their being furnished with the amount, such charge shall be recoverable in the Inferior City Court, at the next term thereafter, with full costs, without the right of imparlance.

The docks and channels of the harbour shall be under the direction of the harbour master, who is hereby required to prevent any ballast or rubbish, being thrown therein, and to keep the same open and free from obstruction; and every person or persons offending in the premises is and are hereby made liable to be fined in the sum of twenty dollars for every such offence, with costs, to be recovered in the Inferior City Court, without the right of imparlance; and the harbour master, as a compensation for his attendance to prosecute said suits, shall be entitled to receive one half of all the fines so recovered; the other half to go to the use of the city; and the said harbour master is hereby declared a good witness, in all cases, notwithstanding he may be the informer.

If any person or persons shall molest or attempt to obstruct the harbour master in the execution of the duties of his office; all and every such person or persons, shall, upon conviction in the inferior city court, be liable to be fined in the sum of twenty dollars, and all costs attending the suit.

The harbour master shall be amenable for all such losses as shall arise through his neglect, and upon his omitting to perform the respective duties assigned him by this or any other ordinance, he shall forfeit and pay for the use of the city, the sum of twenty dollars, for every such offence, upon conviction in the inferior city court, with costs, and shall be liable to be dismissed at any time, for any cause, or matter, which, to the council, shall appear sufficient.

The harbour master shall take all lawful means to prevent negroes and other slaves being clandestinely or illegally carried away in any ship or vessel, from this port; and to secure them in the work-house for the use of the owner, who shall pay a reward of ten dollars to the harbour master, for every such negro or other slave so secured as aforesaid, and every constable or constables aiding and assisting in the taking and securing such negro, shall be entitled to receive from the owner aforesaid five dollars for each; and in case of refusal on the part of the owner, the parties shall recover the same in the Inferior City Court, with full costs.

To prevent paupers and others, who are likely to become a charge and burthen to the community, from being brought into this city from any of the United States, or from any foreign country; that every master of a vessel arriving at the port of *Charleston*, shall as soon as he has entered his vessel with the collector of the customs, deliver to the master of the said port of *Charleston* a perfect list or certificate under his hand, of the christian and surnames of all passengers, as well servants as others brought in such ship or vessel, and their circumstances, so far as he knows, noting their places of nativity, or residence; and their occupation or profession, and whether he considers such passenger or passengers as likely to become burthensome to the community, on pain of forfeiting the sum of ten dollars for every passenger whose name he shall omit to enter in such list or certificate, to be recovered in

the inferior city court, in the same manner as all fines and forfeitures have heretofore been recoverable. And should it so happen that any passenger or passengers, so brought in, is or are likely to become a burthen to the city; if such person or persons shall refuse to give security, or cannot procure sufficient security or securities to become bound for his saving the city from such charge; in such case the master of the vessel in which such person or persons came, shall, and he is hereby obliged and required to send him, her, or them out of the city again within the space of three months next after their arrival, or otherwise to give security, to indemnify and keep the city free from all charge for the relief and support of such pauper or paupers, unless such person or persons was before an inhabitant of this state, or that some infirmity happened to him or her during the passage; and the harbour master of the port of *Charleston* is hereby required to notify to all masters of vessels entering this port the purport of the above clause, free of reward.

The harbour master shall have authority to appoint one or more deputies, to be approved of by the intendant, who shall take the same oath of office as himself, and be subject to the same penalties for neglect of duty.

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*From Charleston Bar to *Port Royal.*

FROM 5 fathoms water off *Charleston bar* to *North Edisto inlet*, the course is S. W. by W. $\frac{1}{2}$ W. and the distance 5 $\frac{1}{2}$ leagues; this course will carry you clear of the shoals which lie off *Stono inlet*, which lie further off than any that are in your way to *Edisto*. *Stono inlet* is about 2 leagues from the south channel of *Charleston*; between them lie two islands, viz. *Morris' island*, on which the light-house stands, and the island called the *Coffin island*. With the light-house open of the *Coffin island*, you will go clear of the *Stono shoals*, in 6 fathoms water; but if you shut the light-house in with the *Coffin island*, you will not have more than 5 $\frac{1}{2}$ fathoms off *Stono shoals*; you will pass close to the breakers, and consequently be in danger; the breakers, unless the sea be smooth, shew where the shoal is. In *Stono inlet* there are 9 or 10 feet water, at low water, but it was not much frequented, until *Charleston* was blocked, in the year 1775.

From *Stono inlet* to *North Edisto inlet*, the course is S. W. by W. $\frac{1}{2}$ W. and the distance 11 miles; between them, the soundings are regular, and the shoalings, when you are coming from the offing towards the shore, are very gradual; the bar of *North Edisto*, and the shoals which are contiguous to it, lie off about 4 or 5 miles from the land. Close to the bar and shoals there are 3 and 4 fathoms water; on the bar, there are 9 or 10 feet at low water. *South Edisto* is 3 leagues W. S. W. from *North Edisto*. The shore of the islands, which lie between them, may be approached with your lead, without danger. The shoalings toward it are gradual.

If bound to the southward or northward, and obliged thro' stress of weather to make a harbour in *North Edisto*, you must, when within about 5 miles of the land, open a tree (which resembles an umbrella) with the south point of the harbour, and then steer in N. E. without any danger, and anchor in 6 fathoms water, on the northern side of the harbour. [The tide here is very rapid.] In the harbour, west from anchorage 4 miles you may get good water.

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* *Port Royal* is 6 leagues N. E. $\frac{1}{2}$ E. from *Tybee* light-house, at the entrance of *Savannah river*, and has a harbour sufficient to contain the largest fleet in the world.

St. Helena Sound.

THE entrance of this sound lies between *South Eddisto island* and the northernmost *Hunting island*; it is about 2 leagues wide. This place is navigable by vessels of 7 or 8 feet water only; it is full of sand banks, many of which are dry at low water. Six rivers empty themselves into this sound, viz. *South Eddisto, Ashappo, Cumbahaw, Chehaw, True-blue, and Corsaw*. These rivers are all navigable; some of them come 200 miles down the country, but few of them can be navigated by vessels of 6 feet water, for more than 38 or 40 miles from the sound. From the entrance of *St. Helena sound*, along the *Hunting islands*, to the entrance of *Port Royal*, the course is S. W. $\frac{1}{2}$ S. and the distance about 5 $\frac{1}{2}$ leagues. The soundings are regular; you will have 5 or 6 fathoms water.

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Directions for Port Royal Harbour.

WHEN you are coming in from sea, for *Port Royal harbour*, you should get into the latitude of *St. Michael's head*, which is $32^{\circ} 6'$ N. then steer west for the head, and when you come within 15 leagues of it, you will have from 20 to 25 fathoms water. Continue your west course until you make the land, which you will do, if the weather be clear, at a distance of 6 leagues, in 12 fathoms water. The land hereabouts is generally low, but the trees are high. *Port Royal entrance* is known by a small grove of trees, which stands on the north side of it, and tower above all the other trees, like a high crowned hat, hence this grove is called the *Hat of Port Royal*. Continue to steer, as before, keeping your lead going until you get into 8 fathoms water, when you will be about 3 leagues from *St. Michael's head*. You may then steer a point to the southward of west, until you get into 5 fathoms water; then steer more southerly, taking care not to bring *St. Michael's head* to the northward of N.W. by N. until you see the great north breaker, called *Cole's Care*, close to which there are 4 fathoms water; this shoal must be left on the starboard side. As you approach this breaker, from the northward, you will see another breaker to the southward, called *Martin's Industry*; between these two breakers lies the entrance of the channel into *Port Royal harbour*, which is about a mile wide. The mark to go clear of the north breaker is, a parcel of high trees which stand near to the mouth of the river *May*, and appear like an island, kept just open of *Elizabeth point*. Your course through, between the two shoals, is W. $\frac{1}{2}$ N. or W. by N. In this channel there are not less than 3 $\frac{1}{2}$ or 4 fathoms, at low water. Continue to steer as aforesaid, between the two breakers, until you bring *Phillip's point* to bear N. N.W. then steer directly for it, and you will have, as you proceed, 2, 8, and 7 fathoms water. When you are abreast of *Phillip's point*, give it a small birth, and steer up N. by W. $\frac{1}{2}$ W. in 6 and 5 fathoms water; in the latter depth you may anchor in a very safe harbour.

There is also a channel between *Martin's Industry* and *Gaskin bank*, called the *South channel*, in which there are not less than 12 feet at low water. In order to go in through this channel, you must, when in 7 fathoms water, bring *Hilton's head* to bear N.W. by N. and then steer, with an ebb tide, N.W. and with a flood tide N.W. by N. until *Phillip's point* bears N. by W. $\frac{1}{2}$ W. You may then steer for the point, and proceed as before directed.

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About $3\frac{1}{2}$ miles S.E. from *Hilton's head*, and 4 miles S. by E. from *Phillip's point*, lies the E. end of the *Joiner's bank*; it thence extends W.N.W. about $2\frac{1}{2}$ miles, and has $3\frac{1}{2}$ fathoms on it at low water. *Hilton's head* is on the S. side of the harbour, and is a higher bluff point of land than any thereabouts.

Tybee inlet lies 5 leagues S.W. $\frac{1}{2}$ W. from the entrance of *Port Royal South channel*; between them is *Hilton's head island*; it is large, fertile, and well inhabited. From this island the *Gaskin bank* extends about 8 miles on the broadest part. You may proceed along this bank in 5 fathoms water.

Some, when bound to *Port Royal*, reckon it best to make the land about *Tybee*, because the light-house makes that part of the coast distinguishable from any other part. *Tybee inlet* is the entrance of *Savannah river*. Ships which draw 14 or 15 feet water, may go in at *Tybee*, and proceed through land to *Beaufort* in *Port Royal island*; and from *Beaufort*, vessels of 8 or 9 feet water may go through land to *Charleston*. From *Charleston*, vessels drawing 7 or 8 feet water, may go through land to the river *Medway*, in *Georgia*.

On this coast it is observed, that N.E. easterly, and S.E. winds cause higher tides than other winds, and also somewhat alter their course. At *Port Royal* entrance the tide flows on the change and full days of the moon, $\frac{1}{2}$ past 8 o'clock. About 6 leagues from the land, in 12 fathoms water, the flood sets strongly to the southward, and the ebb to the northward; further off from the shore there is no tide at all. Near to the entrance of the harbour there is a strong indraught, during the flood tide, and an outset with an ebb tide.

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*Directions for sailing into *Savannah, in Georgia.*

MARINERS sailing into this port will observe the following marks and buoys, viz. a large buoy lies on the outer edge of the bar, in the deepest water, having all the leading marks on the beacon and light-house in one, bearing W. $\frac{1}{2}$ N. distant 4 miles. Another buoy lies in the same direction, one mile within the bar. A third buoy lies one mile farther, W. by N. from the second. A fourth buoy lies N.W. by W. from the third; after passing which there is safe anchorage for a large fleet, in 4 or 5 fathoms, at low water, the light-house bearing S.S.W.

The buoys lie, and lead in the deepest water, having a channel half a mile to the northward, and one quarter of a mile to the southward of them, (in the narrowest place) nearly the same depth of water, and there are 20 feet on the bar at lowest tides.

You may sail either side of the buoys. If in the night, and you are to the northward of *Tybee*, be careful of going nearer the *Gaskin bank* than 5 fathoms. *Martin's Industry* is a bad reef, lying to the northward of the bar, and the south breakers to the southward. In fresh winds, you take a pilot abreast of the light-house—in moderate weather without the bar. In clear weather you may see the light-house at the distance of 12 miles.

Forty miles S. of *Savannah* lies *Sunbury*, a port of entry, at the head of *St. Catharine's sound*, between *Medway* and *Newport rivers*, about 15 miles S. of *Ogeechee river*. There is a bar here, but the harbour is capacious and safe, and has water sufficient for ships of great burden.

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* *Tybee island* lies at the mouth of *Savannah river*, to the southward of the bar. It is very pleasant, with a beautiful creek to the west of it, where a ship of any burthen may lie safe at anchor. A light-house stands on the island, 80 feet high, is 17 miles E.S.E. $\frac{1}{2}$ E. from *Savannah*, and 6 leagues S.W. $\frac{1}{2}$ W. from *Port Royal*. *Warsaw sound* is formed by the southern end of this island. The beacon is a mast, with a black cask on it.

Winds and weather on the coast of South-Carolina.

WHEN the wind blows hard in the N.E. quarter, without rain, it commonly continues to blow violent for some time, perhaps 3 or 4 days; but if such winds are attended with rain, they generally shift to the E. E.S.E. and S.E.

S.E. winds blow right in on the coast, but they seldom blow dry, or continue long; in 6, 8, or 10 hours after their commencement, the sky begins to look dirty, which soon produces rain. When it comes to blow and rain very hard, you may be sure that the wind will fly round to the N.W. quarter, and blow very hard for 20 or 30 hours, with a clear sky.

N.W. winds are always attended with clear weather. They sometimes blow very hard, but seldom do so longer than 30 hours.

The most lasting winds are those which blow from the S.S.W. and W.N.W. and from the N. to the E.N.E. When the wind is in any of these quarters, the weather is the most settled.

Thunder gusts are very common on this coast in the summer time; they always come from the N.W. quarter, and are sometimes so heavy that no canvas can withstand their fury; they come on so suddenly, that the greatest precautions are necessary to guard against the effects of their violence.

From *Tybee inlet* to *St. Simon's head* the course is S. by W. $\frac{1}{2}$ W. and the distance 16 leagues; and from *Tybee inlet* to the bar on the entrance of *St. Simon* the course is S. by W. and the distance 19 leagues. Between them are the following sounds, viz. *Warsaw*, *Hosaba*, *St. Catharine's*, *Sapello*, and *Little Simon's*. In proceeding from *Tybee* for *St. Simon's sound*, you will have from 4 to 7 fathoms water; the shore of the several islands which lie between them is flat, and the shoalings as you approach are gradual.

St. Simon's bar lies 9 or 10 miles from *St. Simon's fort*: the fort is on the S. end of *St. Simon's island*, and by its white appearance, makes this place remarkable. About a mile and a half to the southward of the fort is the south end of *Jekyll island*, which is easily known by the trees appearing as an umbrella, and therefore called the *Umbrella trees*. In order to sail over the bar, bring a large round tree which stands to the westward of the sound, right on with the middle of the opening between *St. Simon's* and *Jekyll islands*; bring also the three trees which stand together to the westward of *St. Simon's fort*, just open to the southward of the fort, and then steer west, until you are over the bar. On the bar you will have, at three quarters flood, about 19 feet water. The width of the bar is about three quarters of a mile: the extremities of the sands, on each side, generally shew themselves by the breakers. The north break head and the south break head bear of each other S.E. by E. and N.W. by W. Come no nearer to the north break head than half a cable's length. The ground on the bar is hard, but without and within the bar it is soft. When the south end of *Jekyll island* bears S.W. $\frac{1}{2}$ W. the N.E. point of *St. Simon's island*, called *St. Simon's head*, N. by W. and the round tree, which stands to the westward of the sound, is on with the middle of the opening between *Jekyll island* and that of *St. Simon*, you are on the middle of the bar.

When you come into $4\frac{1}{2}$ fathoms water, you are within the bar, and should then steer W. by N. $\frac{1}{2}$ N. There is a middle ground in the fair way, but you need not fear it, because there are always 3 feet more water on it than on the bar. Give the fort, in passing it, a birth of about a cable and an half's length, and anchor with the fort E. by S. in 3 fathoms water; you will then be about three quarters of a mile from the fort.

The tide flows on the change and full days of the moon, as follows, namely, in the sound, 9 o'clock; on the bar, half past 7 o'clock; and in the offing, 3 quarters past 6 o'clock:

by E. from *Phillip's* tends W.N.W. about head is on the S. side by thereabouts, of *Port Royal South*, fertile, and well in 8 miles on the broad-ns water. make the land about coast distinguishable *Savannah river*. Ships and proceed through fort, vessels of 8 or 9 *Orleston*, vessels draw-*Medway*, in *Georgia*. E. winds cause higher rise. At *Port Royal* of the moon, $\frac{1}{4}$ past 8 water, the flood sets further off from the harbour there is a ebb tide.

in Georgia.

following marks and in the deepest water, house in one, bearing same direction, one W. by N. from the after passing which s, at low water, the

channel half a mile ard of them, (in the re are 20 feet on the

and you are to the ank than 5 fathoms. of the bar, and the e a pilot abreast of n clear weather you

at the head of *St.* about 15 miles S. of cious and safe, and

..... of the bar. It is very then may lie safe at E. from *Savannah*, the southern end of

The Mouth of *St. Mary's River.

ABOUT $7\frac{1}{2}$ leagues S. by W. from *St. Simon's bar*, lies the bar of *St. Mary*, or the entrance of *Prince William's sound*; between them you will have 5 or 6 fathoms water. Run to the southward, until you bring the northernmost of the three sand hills which you will see on the north end of *Amelia island*, half a cable's length to the northward of the southernmost *Umbrella tree* on the said island, and you will then have the bar open. When you are on the bar, the north end of *Amelia island* will bear W. by N. distant $3\frac{1}{2}$ miles, and the southernmost part of *Cumberland island* W.N.W. $\frac{1}{2}$ W. distant $4\frac{1}{2}$ miles. Steer W.N.W. $\frac{1}{2}$ W. The north breaker generally shews itself; this is called by some the *Middle breaker*. On the bar there are not less than 12 feet at low water. In the channel, between the bar and the south end of *Cumberland island*, there are 4 and 5 fathoms water; this is called the *South channel*.

There is another channel, called the *North channel*; it lies near to the S.E. point of *Cumberland island*. Here are two bars, distinguished by the names of *Outer* and *Inner bars*; there are only 6 feet on them at low water. In order to go over in the best of the water, bring the N.W. point of *Amelia island* to bear S. by W. $\frac{3}{4}$ W. and then steer for it, until you have passed through between *Cumberland island* and the north breakers. *St. Mary's river* separates the province of *Georgia* from *East Florida*.

St. Augustine lies S. by E. $\frac{1}{2}$ E. 20 leagues from *St. Mary's bar*; between them lies *Nassau* and *St. John's rivers*. The bar or entrance of *Nassau* lies 5 leagues to the southward of *St. Mary's*; between them there are 5 fathoms water. The sands, at the entrance of *Nassau*, lie 3 miles off from the S.E. point of *Amelia island*, and from the N.E. point of *Talbot island*. The entrance of *St. John's* lies 3 leagues to the southward of that of *Nassau*. Between *St. John's* and *St. Augustine*, the shore is bold; you will have 5 or 6 fathoms within half a mile of the shore. When you are abreast of *Point Carteel*, you will open *St. Augustine's bay*. When *St. Augustine's fort*, which is large and white, bears W. by N. distant 8 miles, you will have about $7\frac{1}{2}$ fathoms water. Before *St. Augustine* lies the north end of the island *St. Anastasia*.

St. Augustine's bar is formed by the extremity of a narrow sand, which extends 2 miles E.S.E. from *Point Carteel*, and the point of another sand which extends half a mile E. by N. from the N.E. point of *St. Anastasia island*. This bar is a little more than a quarter of a mile wide, with a small shoal lying in the middle, which divides it into two channels, called the *North* and *South bars*; there are not more than 12 feet on either of them at high water, spring tides. On the north end of *St. Anastasia island*, there is a look-out-house, which appears like a light-house.

Matanza inlet lies S.S.E. $\frac{1}{2}$ E. about 6 leagues from *St. Augustine's bar*. This inlet is at the south end of *St. Anastasia island*; there are only $8\frac{1}{2}$ feet on the shoalest part of the bar at high water. Vessels that go in at this inlet, may proceed between *St. Anastasia island* and the main, to *St. Augustine*; on the south end of this island there is also a look-out-house. The tide flows at both ends of the island, on the change and full days of the moon, half past 7 o'clock.

Cape Canaveral lies S.S.E. 24 leagues from *Matanza inlet*; between them lies *Mashiko inlet*, or *New Smyrna entrance*; it is about 11 leagues N.N.W. $\frac{1}{2}$ W. from *Cape Canaveral*. The shore all the way from *Matanza inlet* to the cape is bold, excepting a rocky shoal, which extends $1\frac{1}{2}$ mile from the shore, about 5 miles to the southward of *Matanza inlet*.

* This river forms a part of the southern boundary line of the United States. It in part divides *Georgia* from *East Florida* and is very crooked.

From *Cape Canaveral* some rocky shoals extend E. about 6 leagues; their breadth, from south to north, is about $5\frac{1}{2}$ leagues. The N.E. extremity lies $4\frac{1}{2}$ leagues N.E. $\frac{1}{2}$ E. from the cape; and the S.E. extremity lies S.E. by E. $\frac{1}{2}$ E. $5\frac{1}{2}$ leagues. Near to them, on the south side, there are 4 fathoms; and near to them without, or on the east side, there are 9 fathoms.

The northernmost part of *Maranilla reef* bears E. by S. from *Cape Canaveral*. Near to these shoals, on the north side, there are 5 fathoms water, bearing S.E. by E. distant 26 leagues. *Memory rock* bears S.S.E. $\frac{1}{2}$ S. distant 28 leagues from the cape, and 25 leagues S.S.E. $\frac{1}{2}$ E. from the easternmost part of the shoals which lie off the cape.

About 16 leagues S. by E. from *Cape Canaveral* is *Ayes inlet*, now called *Hillsborough inlet*; the land between them is curved; near to the shore, in the bite, there are some rocks. Between the cape and this inlet, there are 2, 3, 4, 5, 6, 7, and 8 fathoms water. From *Hillsborough inlet* to the S.E. part of the shoals, which lie off *Cape Canaveral*, your course is N. by E. and the distance $13\frac{1}{2}$ leagues; between them there are 10 fathoms water. *Memory rock* lies 16 leagues E.S.E. from *Hillsborough inlet*.

From *Cape Canaveral* to *Biscaina isle*, the coast lies nearly south, and the distance is about 54 leagues. From *Biscaina isle* to *Cape Largo*, the coast runs south-westerly; and from *Cape Largo* to *Cape Florida*, it runs S. by W. and S.S.W.

Maranilla reef is the north end of the *Little Bahama bank*. As the flood tide sets in on every part of this end of the bank, it is exceedingly dangerous.

About 12 leagues S. by W. from *Memory bank* lies *Seal key*; this key lies off the north end of the *Bahama island*: this is a long narrow island, stretching about S.E. by E. and N.W. by W. 23 leagues; it is rocky from one end to the other.

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Directions for the Mississippi.

THE country east and west of the Mississippi was called **FLORADA** by Sebastian Cabbot, who visited that part of the continent by order of Henry VII. of England, about the year 1497.

John Pontio de Leon, a Spaniard, arrived on the coast, anno 1512, attempted a settlement, and erected a small fort. The subjects of Charles X. of France, seem to have made several attempts to settle this country but were still defeated by the Spaniards, until the year 1684, when Mons. De La Sale discovered the mouth of Mississippi, and built on the bay a fort, which he called "Fort Lewis." The founder having been assassinated, the fort was abandoned April anno 1698, when Captain Iberville penetrated up the Mississippi, and having planted a few settlers, called the country **LOUISIANA**. Until this time the Spaniards had a few forts on the coast, of which Pensacola seems to have been the principal, which is 14 leagues east of the isle of Dauphin. About the year 1720, Mons. La Scur sailed up the St. Lewis river or Mississippi above 760 leagues from its mouth, and he observes that the river is known to flow still further up.

From this time it remained in the hands of France, whose monarchs made several grants of its trade, in particular to Mr. Crosat in 1712, and some years afterwards, with his acquiescence, to the well known company projected by Mr. Law, and which was relinquished in 1731. By a secret convention 3d November, 1762, the French government ceded so much of the province as lies beyond the Mississippi, as well as the island of New-Orleans, to Spain. In 1763 it was ceded by France and Spain to Great Britain, from

whom it was conquered by Spain during our revolutionary war, and confirmed to her by treaty, 1783. By the treaty of St. Ildelonso, 1st October, 1800, which was confirmed by that of Madrid, of the 21st March, 1801, the whole province was ceded by Spain to France.—And from France it passed to us by the treaty of the 30th April, 1803, and was taken regular possession of by our government on the 20th of December following.

PASSES, OR MOUTHS OF THE MISSISSIPPI.

About 8 leagues below Plaquemines, the Mississippi divides itself into three channels, which are called the *passes* of the river, viz. *The East, South, and South-West passes*. Their course is from 5 or 6 leagues to the sea. The space between is a marsh with little or no timber on it; but from its situation, it may hereafter be rendered of importance. The East pass which is on the left hand going down the river, is divided into 2 branches about 2 leagues below, viz. the pass a la Loutre, and that known to mariners by the name of the Balize, at which there is a small block-house and some huts of the pilots, who reside only here. The first of these secondary channels contains at present but 8 feet water; the latter from 14 to 16 according to the seasons. The South pass, which is directly in front of the Mississippi, has always been considered as entirely choacked up, but has 10 feet water. The South-west-pass which is on the right, is the longest and narrowest of all the passes, and a few years ago had 18 feet water, and was that by which the large ships always entered and sailed from the Mississippi. It has now but 8 feet water, and will probably remain so for some time. In speaking of the quantity of water in the passes, it must be understood of what is on the bar of each pass; for immediately after passing the bar, which is very narrow, there are from 5 to 7 fathoms at all seasons.

COUNTRY FROM THE PLAQUEMINES TO THE SEA, AND EFFECT OF THE HURRICANES.

FROM Plaquemines to the sea is 12 or 13 leagues. The country is low, swampy, chiefly covered with reeds having little or no timber and no settlement whatever. It may be necessary to mention here, that the whole lower part of the country from the English Turn downward is subject to overflowing in Hurricanes, either by the recoiling of the river or reflux from the sea on each side; and on more than one occasion it has been covered from the depth of 2 to 10 feet, according to the descent of the river, whereby many lives were lost, horses and cattle swept away and a scene of destruction laid. The last calamity of this kind happened in 1794: but fortunately they are not frequent. In the preceding year the engineer who superintended the erection of the Fort of Plaquemines was drowned in his house near the fort, and the workmen and garrison escaped only by taking refuge on an elevated spot in the fort, on which there were notwithstanding 2 or 3 feet water. These hurricanes have generally been felt in the month of August. Their greatest fury lasts about 12 hours. They commence in the S. E. veer about to all points of the compass, are felt most severely below and seldom extend more than a few leagues above New-Orleans. In their whole course they are marked with ruin and desolation. Until that of 1793, there had been none felt from the year 1780.

SETTLEMENTS BELOW THE ENGLISH TURN.

AT the distance of 16 leagues below New-Orleans, the settlements on both banks of the river are of but small account. Between these and the fort of Plaquemines, the country is overflowed in the spring, and in many places is incapable of cultivation at any time, being a morass almost impassible by

man or beast. This small tongue of land extends considerably into the sea, which is visible on both sides of Mississippi from a ship's mast.

St. BERNARDO.

ON the east side of the Mississippi, about 5 leagues below New-Orleans and at the head of the English bend is a settlement known by the name of the Poblacion de St. Bernardo, or the Terre aux Bœufs, extending on both sides of a creek or drain, whose head is contiguous to the Mississippi, and which flowing eastward, after a course of 18 leagues and dividing itself into two branches, falls into the sea and lake Borgne. This settlement consists of two parishes, almost all the inhabitants of which are Spaniards from the Canaries, who content themselves with raising fowls,* corn, and garden stuff for the market of New-Orleans. The lands cannot be cultivated to any great distance from the banks of the creek, on account of the vicinity of the marsh behind them, but the place is susceptible of great improvement and of affording another communication to small craft from 8 to 10 feet draught, between the sea and the Mississippi.

NEW-ORLEANS.

BY recurring to the maps and examining the position of Louisiana, it will appear that the lower part projects considerably into the sea. It has in all probability been formed by the sediment brought down by the current and deposited on the flat coast. There is therefore on the east side but a very narrow slip along the bank of the river, from the sea to the Iberville. The land is not generally susceptible of cultivation more than a mile in depth from the river, the rest is low and swampy to the lakes and the sea, but in general abounds with cypress timber, which is sawed by mills, which are worked by artificial streams from the Mississippi in the time of freshes. They generally run five months in the year.

What has been said of the east equally applies to the west side of the river. The soil and situation are nearly the same. After leaving the bank of the river, there is an immense swamp, intersected by creeks and lakes, extending to the high lands of Atacapas, and occupying a space of thirty or forty leagues.

The city of New-Orleans, which is regularly laid out on the east side of the Mississippi, in lat. 30 N. and long. 90 W. extends nearly a mile along the river, from the gate of France, on the south, to that of Chapitoulas above, and a little more than 1-3 of a mile in breadth, from the river to the rampart; but it has an extensive suburb on the upper side. The houses in front of the town and for a square or two backwards, are mostly of brick, covered with slate or tile and many of two stories. The remainder are of wood covered with shingles. The streets cross each other at right angles, and are 32 French feet wide. The squares between the intersections of the streets have a front of 300 French feet. There is in the middle of the front of the city a *place d'armes*, facing which the church and town-house are built. There are from 12 to 1400 houses in the city and suburbs. The population may be estimated at 10,000, including the seamen and garrison. It was fortified in 1793 but the works were originally defective, could not have been defended, and are now in ruins. The powder magazine is on the opposite bank of the river. In the city there are 12 public buildings, some of which are large.

CANAL OF CARONDELET.

BEHIND New-Orleans is a canal about 1½ mile long, which communicates with a creek called the Bayou St. Jean, flowing into lake Pont-
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* Fowls are frequently as high as 75 cents each in that city.

chartrain. At the mouth of it, about 2½ leagues from the city is a small fort called St. Jean, which commands the entrance from the lake. By this creek the communication is kept up through the lake and the Rigolets to Mobile and the settlements in West Florida. Craft drawing from 6 to 8 feet water, can navigate to the mouth of the creek, but except in particular swells of the lake cannot pass the bar without being lightened.—Of the Settlements of

CHAPITOULAS, FIRST AND SECOND GERMAN COASTS.—CATAHANOSE—FOURCHE AND IBERVILLE.

THE best and most improved are above the city, and comprehend, what is there known by the Paroisse de Chapitoulas, Premier and Second Cote des Allemands, and extend 15 leagues.

Above this begins the parish of Catahanose, or first Acadian settlement, extending 8 leagues on the river. Adjoining it and still ascending is the 2d Acadian settlement or parish of the Fourche, which extends about 6 leagues. The parish of Iberville then commences, and is bounded on the east side by a river of the same name, which tho' dry a great part of the year, yet, when the Mississippi is raised, it communicates with the lakes Maurepas and Ponchartrain, and through them with the sea, and thus forms what is called the island of New-Orleans. Except on the point just below the Iberville, the country from New-Orleans is settled the whole way along the river, and presents a scene of uninterrupted plantations in sight of each other, whose fronts to the Mississippi are all cleared, and occupy on that river from 5 to 25 acres with a depth of 40; so that a plantation of 5 acres in front contains 200. A few sugar plantations are formed in the parish of Catahanose, but the remainder are devoted to cotton and provisions, and the whole is an excellent soil and incapable of being exhausted. The plantations are but one deep on the island of New-Orleans, and on the opposite side of the river as far as the mouth of the Iberville, which is 35 leagues above New-Orleans.

BAYOU DE LA FOURCHE—ATACAPAS, AND OPELOUSAS.

ABOUT 25 leagues from the last mentioned place on the west side of the Mississippi, the creek or Bayou of the Fourche, called in old maps *La Riviere des Chitamaches*, flows from the Mississippi and communicates with the sea to the west of the Balise. The entrance of the Mississippi is navigable only at high water, but will then admit of craft of from 60 to 70 tons burthen. On both banks of this creek are settlements, one plantation deep, for near 15 leagues, and they are divided into two parishes. The settlers are numerous though poor, and the culture is universally cotton. On all creeks making from the Mississippi, the soil is the same as on the bank of the river, and the border is the highest part of it, from whence it descends gradually to the swamp. In no place on the low lands is there depth more than suffices for one plantation, before you come to the low grounds incapable of cultivation. This creek affords one of the communications to the two populous and rich settlements of Atacapas and Opelousas formed on and near the small rivers Teche and Vermillion which flow into the bay of Mexico. But the principal and swiftest communication is by the Bayou or creek of Plaquemines, whose entrance into the Mississippi is seven leagues higher up on the same side, and 32 above New Orleans. These settlements abound in cattle and horses, have a large quantity of good land in their vicinity, and may be made of great importance. A part of their produce is sent by sea to New-Orleans, but the greater part is carried in batteaux by the creeks above mentioned.

BATON ROUGE, AND ITS DEPENDENCIES.

IMMEDIATELY above the Iberville, and on both sides of the Mississippi lies the parish of Manchac, which extends four leagues on the river, and is well cultivated. Above it commences the settlement of Baton Rouge, extending about nine leagues. It is remarkable as being the first place where the high land is contiguous to the river, and here it forms a bluff from thirty to forty feet above the greatest rise of the river. Here the settlements extend a considerable way back on the east side; and this parish has that of Thompson's creek and Bayou Sara subordinate to it. The mouth of the first of these creeks is about forty-nine leagues from New-Orleans, and that of the latter two or three leagues up. They run from north-east to south-west, and their head waters are north of the thirty-first degree of latitude. Their banks have the best soil, and the greatest number of good cotton plantations of any part of Louisiana, and are allowed to be the garden of it.

POINTE COUPEE, AND FAUSSE RIVIERE.

ABOVE Baton Rouge, at the distance of fifty leagues from New-Orleans, and on the west side of the Mississippi is Pointe Coupee, a populous and rich settlement, extending 8 leagues along the river. Its produce is cotton. Behind it, on an old bed of the river, now a lake, whose outlets are closed up, is the settlement of Fausse Riviere, which is well cultivated.

In the space now described from the sea as high as and including the last mentioned settlement, is contained three-fourths of the population, and seven-eighths of the riches of Louisiana.

From the settlement of Pointe Coupee on the Mississippi to Cape Girardeau above the mouth of the Ohio, there is no land on the west side, that is not overflowed in the spring to the distance of 8 or 10 leagues from the river with from 2 to 12 feet of water, except a small spot near New-Madrid; so that in the whole extent there is no possibility of forming a considerable settlement contiguous to the river on that side. The eastern bank has in this respect a decided advantage over the western, as there are on it many situations which effectually command the river.

RED RIVER AND ITS SETTLEMENTS.

ON the west side of the Mississippi, 70 leagues from New-Orleans, is the Mouth of the Red river, on whose banks and vicinity are the settlements of Rapide, Avoyelles and Natchitoches, all of them thriving and populous. The latter is situate 75 leagues up the Red river. On the north side of the Red river a few leagues from its junction with the Mississippi is the Black river, on one of whose branches, a considerable way up, is the infant settlement of Ouachita, which from the richness of the soil may be made a place of importance. Cotton is the chief produce of these settlements, but they have likewise a considerable Indian trade. The River Rouge, or Red River, is used to communicate with the frontiers of New Mexico.

There is no other settlement on the Mississippi except the small one called Concord, opposite to the Natchez, till you come to the Arkansas river, whose mouth is 250 leagues above New-Orleans. And here there are but a few families, who are more attached to the Indian trade (by which they chiefly live) than to cultivation. There is no settlement from this place to New-Madrid, which is itself inconsiderable. And from thence none until you come to Cape Girardeau, above the mouth of the Ohio, and which has already been spoken of.

DIRECTIONS
FOR SAILING AMONGST THE
CARRIBEE, or LEEWARD ISLANDS,
AND THE
VIRGIN ISLANDS, &c.

THE ISLAND OF BARBADOES.

THE *South point* of Barbadoes lies in $13^{\circ} 04'$ lat. N. the middle in $13^{\circ} 11'$, and the north end, called *High point*, in $13^{\circ} 22'$. The east side of the island is reckoned $59^{\circ} 37'$ long. W. from London. In the latitude of Barbadoes, about 70 or 80 leagues to the eastward, you will find the water discoloured and prodigiously thick, as if there were soundings, but there are none, and you may depend on being at the distance aforesaid of that island. Endeavour to keep in lat. $12^{\circ} 50'$, or betwixt that and 13° which will make you sure of the island; observe also there is near half a point east variation.

The island of Barbadoes, which lies out of the line, and to the windward of the *Carribee islands*, is of a moderate height and pretty level, save a few hills here and there, of an easy ascent; though originally quite overspread with wood, there is little now remaining, being mostly cut down to make room for sugar and other plantations. The island may be seen in clear weather, 12 or 13 leagues off, and at other times only 8 or 10 leagues. The east end is much lower than the other parts; but when coming from the eastward, and the north end of the island is bearing W. by N. and W.N.W. about 5 leagues from you, and the S.W. point bears W.S.W. then the easternmost point of Barbadoes appears to be the highest land; from this east point to the southward, the land is even, and declines towards the sea, but between the east and the north points it is uneven, rugged and broken.

Always endeavour to be on the south side of the island, along which you may run within three miles of the shore, till you come to *Needham's point*, giving that point a quarter of a mile birth, and haul in for *Carlisle bay*: run into the bay till you bring *Charles fort* (on *Needham's point*) to bear S.E. by E. and the *Steeple* N.N.E. $\frac{1}{2}$ E. you will have 14 fathoms water.

At the bottom of this bay, (where there are very commodious wharfs for the shipping and landing of goods,) stands *Bridgetown*, the principal town of Barbadoes.

The S.E. part of the island, from *South point* to *Kitridge's point*, is surrounded by a ledge of rocks, which are called by some *Cobler's rocks*, from one of the most remarkable among them; they extend about a mile from the shore, and you must be careful not to fall in with them in the night. At *South point*, (called sometimes *Oistin's point*) about 6 miles to windward of *Needham's point*, where the rocks end, is a flat spit, which must have a birth, as it runs off W.S.W. and E.N.E. above one mile; in the day time you may see how far it stretches by the white water; when you are over that spit, haul up N.E. if you can, and at the head of the bay you will see a mill close by the water side; bring that mill either E. by N. or E.N.E. and anchor in 7, 8, 9,

or 10 fathoms water; you will have tolerable good ground, but the bay is all over rocky, and this spot is the clearest part.

If you come in to the leeward of the island there are some few rocks, which lie N.N.W. of *Carlisle bay*, some three quarters of a mile off, called *Pelican shoals*, and some half a mile from shore, called the *Half acre shoal*. Just above the north point of *Carlisle bay*, about 9 miles to the north of that point, on the west coast, is *Speight's town*, a small place, before which vessels ride occasionally.

Like the other islands, this is subject to tornadoes and hurricanes, in the summer months, which are very terrible and dangerous to the shipping: for they have no harbours to shelter themselves in, but only bays, where they lie at anchor; and in the principal one, *Carlisle bay*, there is no good anchoring ground, it being foul, and apt to cut the cables.

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THE ISLAND OF TOBAGO.

FROM *Barbadoes* to the north point of *Tobago*, the distance is 36 leagues: the course, by compass, is S. 35 leagues, which will bring you about 5 leagues to windward of the island. It is common, with most pilots, to steer S. $\frac{1}{2}$ E. but with that course they are exposed, when in the latitude of *Tobago*, to be at least 10 leagues to the eastward of it. As the land is pretty high, it may be seen at the distance of 15 leagues, or more, in clear weather, and you must always endeavour to get on the north side of the island; that side is bold and clear, till you get down about 9 miles from *St. Giles' rocks*, where there are several rocks, above water, called *The Sisters*. They lie two miles from the shore, and are bold to. When abreast of these rocks you may see the west end of the island, which is low and sandy, and to the westward of them you may heave as near the shore as you please.

Tobago, like *Barbadoes*, lies out of the line, and to the windward of the *Caribbee islands*. The latitude of the N.E. end is $11^{\circ} 29'$ N. the longitude is $59^{\circ} 57'$ W. from *London*. It is not exposed to those dreadful hurricanes which are so destructive in the other islands.

If you make *Tobago*, towards the evening, and are afraid of running in with it, you must not, by any means lay too, but stand to the southward, under an easy sail; otherwise the current, which always sets to the N.W. or N.E. will probably occasion your losing sight of the island; and if it should set to the N.W. would perhaps carry you so far to leeward, that you could not be able to fetch it again.

Though *Tobago* does not possess any harbours, properly so called, it has several good bays, which, considering that from their southern latitude, they are never exposed to dangerous gales of winds, are equally convenient and secure for shipping.

In going to any of the bays to the leeward of the island, you may run as near to *St. Giles' rocks*, (on the north point) as you chuse, and, if going into *Man of War bay*, may borrow as near the north point of that bay, as you please. Vessels sailing from the eastward for the south side of the island, must keep well to the southward, otherwise the current round *Little Tobago*, (which runs always to the N.W.) will sweep them away to the northward. To the S.W. there is nothing to fear, till you come to *Courland bay*, but what shews itself, except *Chesterfield rock*. This is a sunken rock, with 9 feet upon it, at low water. It lies above half a mile from the shore, near the east point of *Minister bay*.

The currents near *Tobago* are very strong and uncertain, especially between that island and *Trinidad*. The north-east trade wind blows all the year round. At the full and change of the moon the sea rises 4 feet perpendicular.

DESCRIPTION OF THE SEVERAL BAYS OF TOBAGO.

Man of War bay, on the north side, lies about 3 miles from *St. Giles' rocks*. You have no soundings till you are close up in the bay, and then from 40 to 10 fathoms, except a small spot towards the west, called the *Cardinal*, which is an exceeding good place for fishing. When bound to that bay, you go to leeward of *St. Giles' rocks*; haul in for the bluff, or *North point*, and you will see the bay: open the key as near the bluff as you can, but take care the wind does not take you aback, for it is very fluttering under the high land. Turn into the bay, which is all bold, even to the rocks; anchor as far to windward as you can. After you are shot in, you will see a little bay, called *Pyrat's bay*, get as nigh that bay as you can, in 12, 14, 16, or 17 fathoms, all clear ground; if you cannot turn in, you may anchor in 35 or 40 fathoms, and warp up. In *Pyrat's bay*, is the watering place, in the rainy season. On the south shore of *Man of War bay* you may anchor in 16 or 18 fathoms, a quarter of a mile from the shore, and have good water, at all times, half a mile from the anchorage, but there is a great surf, which makes the watering hazardous.

About 6 leagues from *Man of war bay*, and 4 leagues S.W. from the *Sisters*, lies *Guana point*, or the north point of *Courland bay*. If you arrive in the night, and do not care to push for the bay, there is very good anchorage to windward of the bluff, from 6 to 20 fathoms, regular soundings; in the day there is no danger but the *Beef barrel*, which breaks at low water, and is so near the shore, that no prudent seaman will come nigh it. You come to an anchor, in the middle of the bay, between *Guana point*, and the rocky point, called the *Hawk's bill*, at the west part of the bay. You may anchor in 6 fathoms, but in 9 or 10 there is good fishing, either with the seine, or with the hook and line. It is clear ground, only a few stumps of trees close up to the mouth of the river. If the wind hangs to the southward of the east, you will ride very rough, and if at N.E. you will roll very much. In this bay you have the common trade wind all day, and an off-shore breeze all night.

To the southward of *Great Courland bay* is *Little Courland bay*, that has very good anchorage within the windward point, which is pretty bold: there you may ride safe, and smoother than in the former.

Between *Man of War bay* and *Courland bay*, are the bays, called *Bloody bay*, *Palatruer's bay*, *Englishman's bay*, and *Castara bay*, which have safe anchorage for vessels of 150 tons.

At the south-west end of *Tobago*, is *Sandy-point bay*; if you weigh from *Great Courland bay*, be sure of a breeze to carry you without the reef, called *Buccoo*, for if it is calm, the current will set you down on this reef, whose northern end, which breaks and dries at low water, is about two miles from the shore; keep about two cable's length from the breakers, and it is perfectly safe.

To enter *Sandy point bay*, haul close round the reef, and having passed the point anchor at the bottom, in 6 fathoms.

Between *Little Tobago* and the great island, 4 miles from *St. Giles' rocks*, is *Tyrril's bay*, for ships of 150 tons.

Three miles and a half from this, and on the south side of the island, lies *King's bay*, with good anchorage any where, within the windward point, from 6 to 20 fathoms. In the day time, the high land on this point intercepts the trade wind, and the swell from the eastward is apt to set a vessel down to the leeward point, which projects farther to the southward; therefore the best time to sail out is early in the morning, about day-break, when the wind blows fresh off the land, to the northward.

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Queen's bay, adjoining to *King's bay*, on the west side, has very safe anchor-
age, within about $1\frac{1}{2}$ cable's length from the shore. Give the island off the
point a good birth to windward, but if you can procure a pilot, it will be
proper to have one.

Halifax bay, about one league to leeward, is a very safe snug bay for ves-
sels of 250 tons, but there is a shoal in the middle of the entrance, that makes
a pilot necessary.

Barbadoes bay lies 5 miles S.W. of *Halifax bay*. In running down the
south side, to avoid *Great river shoal*, keep the east end of *Little Tobago* open
with *Smith's island*, until the latter bears N.W. when you may cuff up for the
bay, but you must be careful to avoid a reef of coral rocks, which runs out
from *Granby point*, about a cable's length. When you are within the reef
you have very good anchorage in from 12 to 7 fathoms, and the best mark
for it, is to bring the *Silk Cotton tree* on the beach, in one with the flag staff
on the top of the hill.

Rocky bay, $5\frac{1}{2}$ miles W. from *Barbadoes bay*, is a safe, deep bay, where a
vessel may anchor from 15 to 7 fathoms water, and no danger in standing in
boldly. In running down this bay, care must be taken of *Chesterfield rock*,
mentioned in a preceding article.

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THE ISLAND OF GRENADA.

THE S.W. end of *Grenada* lies in $11^{\circ} 57'$ lat. N. and about $62^{\circ} 15'$ lon-
gitude W. from *London*. The eastern part, called the *Cabesterre*, is low land;
but a ridge of mountains, which may be seen 14 or 15 leagues off, rises in the
middle of the island, and runs N. and S. from one end to the other.

There is good anchoring ground all along the coast of *Grenada*, and on the
east and west sides, several small bays and creeks, commodious for vessels, as
well as for the landing and shipping of goods.

The *Grand bay*, in which the port is included, as well as the careening
place, lies on the west side, and has the form of an irregular crescent. The
true entrance of the port is from the W.S.W.; several men of war have an-
chored and careened here, and all the pilots greatly commend the goodness of
the anchoring ground, as well as its situation, which affords good shelter from
the prevailing winds.

Just as you enter the port, there runs out a high rocky point, very steep on
every side, excepting to the N.E. on this the *Fort Royal*, which is but small,
is constructed in as regular a manner as the nature of the place will admit;
but it is overlooked by the several heights which form and surround the har-
bour.

On the south side of the island, about 7 miles E. of *Point Salines*, lies the
harbour of *Culvini*, which is very deep. It is divided into the outward and the
inner port; the entrance into the former is above half a mile broad, with as
much extent within: the entrance into the inner port is about a quarter of a
mile in breadth, and its depth above a mile; it is for the most part 7 fathoms
deep, and excellent holding ground, being every where a soft oozy bottom.
The ships here may lie alongside of the warehouses, and take in their loading
with great ease and convenience; after which they can, with very little trou-
ble, be towed into the outer harbour, which enjoys this peculiar advantage,
that ships can sail in or out with the common trade wind.

From *Brown's point*, (the S.W. end of *Tobago*) to *Point Salines*, (the S.W. end
of *Grenada*), the course is N.W. by W. 29 leagues. The south side of *Grena-*
da is bold, giving it a mile or two birth; there being only two or three small
rocky islands, and some rocks, very near the shore. As you run down to-

wards *Point Salines*, you will see the *Islet Ramier*, a very small island, about one mile south, from the nearest shore, and $1\frac{1}{2}$ mile S.E. from the *Point*. Give that island a mile birth; you cannot go within it, as there is but little water. To the *Point Salines* it is sufficient to give half a mile birth, there being no less than 7 fathoms water. As soon as you are past that point, you open the *Grand bay*, and may borrow pretty nigh; turn up, and anchor to the northward of the fort, which bears from *Point Salines* N.E. by N. A mile from the fort you will have 15 fathoms, clear ground, but higher it is much shallower, and a little rocky. If you go into the harbour, run close under the fort, and anchor mid-way, or rather nearest to the fort, then warp up, all clear ground; there are eight fathoms close to the town. It is full the third of a mile broad at the entrance, and very capacious within.

You are obliged to work up into *Grand bay*, at most times, by reason that it lies open to the westward, and the trade wind blows right out of the bay.

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THE GRENADINES, OR GRANADILLOS.

THE *Grenadines* form a chain of innumerable rocks, and barren spots, good for little, which extend to N.E. by N. for about 16 or 18 leagues. Some, however, are of considerable size and value, particularly *Cariacou* and *Bequia*, both inhabited, and producing good coffee and cotton.

Cariacou lies about 6 leagues N. by E. $\frac{1}{2}$ E. from the N.W. of *Grenada*; it is of a circular form, of about 6 miles in length and breadth, and has a commodious harbour.

Bequia, called also *Little Martinico*, is the northernmost of the *Grenadines*, and lies about two leagues south from *St. Vincents*; on the west side it has a very good sandy bay, where you may ride occasionally; and wood is to be got there, with plenty of fish, but no water. The little islands to the southward of *Bequia*, are very fair, and near them you may stand boldly, having neither rocks nor dangers you need to fear.

A N. by E. course from *Point Laurent*, or the N.W. point of *Grenada*, will carry you clear along the *Grenadines*.

Observe that, towards the south part, it is rather dangerous to come near in the night.

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THE ISLAND OF ST. VINCENT'S.

FROM *Bequia* to *St. Vincents*, the course is north, about two leagues. The channel between those two islands is very good to come through, if bound from *Barbadoes* to the *Salt Tortuga*, or the *Spanish Main*; and there are small trading vessels which work up through it. *St. Vincents* is about 5 leagues long, and lies N. by W. and S. by E. the north end, which is much higher than the south part, is inhabited by about 2000 natives, or *Caribs*. On this north end there is a volcano, called *La Soufriere*, or *Sulpher hill*, near *Point Turratce*. On the west side of the island, which is bold, are several bays, having all of them fresh water rivers, and on the S.W. side you may make good anchorage, as near, or as far off, as you please, especially in *Kings-town bay*, where the chief town is situated. But the best bay of the island is *Tyrrel's bay*, called formerly *Bay St. Anthony*: when you turn up between *St. Vincents* and *Bequia*, you will see a large bluff of land, and just to windward of that is *Tyrrel's bay* or *Calliqua*; the shore is bold on each side; run

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to the sea.

St. Vincent is within sight of Barbadoes; the course from Carlisle bay to
the south end of St. Vincent, is west southerly, 26 leagues. If you intend to
anchor in Kingstown bay, you will see a small high peaked island called Young's
sugar loaf; pass the bay to leeward of this sugar-loaf, and go round a long
sloping point; you may borrow within pistol shot; but if the wind takes you
short, you may anchor in 35 fathoms, and warp in. There is a small ledge
of rocks close on the weather shore, within 6 fathoms.

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THE ISLAND OF ST. LUCIA.

FROM Point Tarratee, the north end of St. Vincent, to the Pointe de
Gros Piton, or the S.W. point of St. Lucia, the course is N. by E. $\frac{1}{2}$ E. 5 $\frac{1}{2}$
leagues; there is a deep and good channel betwixt the two islands.

St. Lucia, which is about 10 leagues in length, and about 5 in breadth, is
a very high and broken land, covered with forests. Some of the mountains
rise like pinnacles, to an astonishing height, and are very steep; others have
broader bases, and are covered with woods, to the summit, which terminates
in the craters of the volcanos. These volcanos indeed are all exhausted, ex-
cept one, which the French call La Soufriere, (The sulphur hill) on the S.
W. end of the island. The crater lies on an eminence, between two moun-
tains.

About 1 $\frac{1}{2}$ mile to the west of the volcano, on the sea shore, stand two high
peaks, called by the French, Les Pitons, and by the English, the Sugar
loaves; they lie very nigh each other, but between them is opening enough
to distinguish them both, when you come from the southward.

On the west side of St. Lucia, less than 3 leagues from the Gros islet, is
The Carenage, one of the best harbours in the West Indies, with deep water,
and exceeding good ground all over. Three careening places have been form-
ed there by nature, which want no wharfs, and require nothing but a cap-
stern to turn the keel above ground. Thirty line of battle ships would lay
there, secure against the hurricanes, without the trouble of being moored.
Add to this, that no ships can enter without warping in; there is always a
breeze to carry one out, and in less than an hour, the largest squadron may be
in the offing. The shores here are so bold, that a first rate man of war may
come within 6 yards of them.

A league to the southward of the Carenage, lies the Grand Cul de Sac, and
two leagues to the northward, the Bay of Gros Islet, both excellent roads
for large vessels.

The course along St. Lucia, from the point Du Gros Piton to the Gros Islet,
is N.N.E. 9 leagues.

When bound from the northward to the Carenage, you will see a bluff,
two leagues to leeward, which you may make bold with; you must haul
close in to see the harbour; run into the mouth of it as far as you can fetch,
and warp in; when the sun shines you will see all the dangers.

If at any time you should have occasion to anchor at the south of St. Lu-
cia, there is a fine deep bay, called Man of War bay, (Ance de Vieux fort, by
the French) under the S.E. bluff; you may turn in till you bring the south
point to bear S.S.W. and anchor in 7, 8, or 10 fathoms, good ground. There
is a river in the north part of the bay, running into the sea; if you water
there you must go up half a mile in your boat, except after great rains, when
you may fill at the mouth of the river.

THE ISLAND OF MARTINICO.

FROM the north end of *St. Lucia*, called the *Cape*, to *Point Salines*; or the south end of *Martinico*, the course is N. easterly, about 6 leagues. This is the narrowest part of the channel that divides the two islands.

From *Gros Islet bay* to *Diamond rock*, the course is N. by W. about 7 leagues.

Martinico is about 12 or 13 leagues in length, and lies N.W. by N. and S. E. by S.; its breadth is extremely unequal, and scarcely any where more than 4 or 5 leagues; and if you include the promontories, which project in many places one or two leagues beyond the rest of the island, its circumference will include above 30 leagues. The land is very uneven, and every where intersected with large hummocks, in the form of sugar loaves. Three mountains rise above those innumerable hummocks, the highest of which has been a volcano; it appears like the crown of a hat, and may be plainly seen on any side of the island you come.

Fort Royal, on the south side, and at the bottom of a deep bay, called the *Cul de Sac Royal*, is the chief town of *Martinico*. It is very advantageously situated, near an excellent harbour, and under cover of a peninsula, which is entirely occupied by a fort, formerly the residence of the Governor-General of the French *Windward islands*. That part of the *Cul de Sac* is called the *Carenage*. The town is situated to the N.N.W. and N.W. of the fort.

The harbour and the road are incumbered with several *Keys*, or shoals, composed of hard gravel, limestones, and coral: those keys, from their number, as well as from their situation are very dangerous to strangers; but they may be considered as the safety of the road and harbour, since no large ship would attempt to sail among them, without a thorough knowledge of the channel. The watering place is at *River Monsieur*, to the east of the fort.

Point Salines, or the south end of *Martinico*, is low land, and has three small rocks, or islands. When they bear west from you, you may see between them and the point: within this point, to the westward, the English ship *Raisable* was lost, off *Fort* and *Point Garden*; it must therefore be avoided.

The *Diamond Rock*, and the southernmost little island, (called *Kid island*) at *Point Salines*, lie from each other W. 19° N. and E. 19° S. about 10 miles. This rock stands about a mile from the shore. There is no going within the rock, but on the south side it is bold. From *Diamond rock* to the entrance of the *Cul de Sac*, or *Fort Royal bay*, the course is N.N.W. distance 4 or 5 leagues. There are three small coves between, the southernmost of which is called *Little Diamond cove*, and the two others *Les Ances d'Arlet*. The north side of the bay is bold, and so is the south side, till you get above *Pigeon island*, (*Islet a Ramiers*) which is a small green island on the south side of the bay, bearing from the fort about S. by E. In working into this bay, observe to keep your lead going; when standing to the southward, if you weather *Pigeon island*, you may anchor in what water you please. The wind is the common breeze.

There is a ground about the middle of the bay, the lower end of which lies a mile and a half below the fort; it runs a long way up the bay, above the fort; the least water on it is 3 fathoms, but there is from 10 to 20 fathoms on each side of it. Below that ground you may stand bold over from side to side.

If you are bound from *Barbadoes* to *Martinico*, the course is N.W. by N. allowing for a lee current, or N.W. about 28 leagues, will bring you from the north end of *Barbadoes* to *Point Salines*; then you may shape your course along shore for the *Diamond*; there is no danger if bound for *Fort Royal*.

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When past the *Diamond* 3 leagues, you will see a large bay open; haul up, and the fort will be in view. Turn up towards the fort, till you bring it N. or N. by E. then you will anchor in 8 fathoms, two miles distance. If desirous to go farther in, you will get off the bank, and come into 14 or 17 fathoms; that is the deepest and best ground. In upon the bank, the ground is corally, but no rocks. If you anchor in the bay against the town, bring the church to bear N. and steer right in, by reason of a bank off the fort, not above 6 feet water thereon. You may make bold with a low point to the westward, called *Point Negro*, and all the shore on that side, but the foregoing. If bound to *Pigeon's island bay*, go round the N.E. point, and you will see open, between the island and the main, a small channel for sloops, when very well acquainted; but go round the island, and borrow as near as you please and turn in. The south shore is steep to; bring the westernmost part of the island to bear N. W. by W. or N.N.W. and you will anchor in 7, 8, or 9 fathoms; the bay is clear ground, but do not anchor too near to the eastern shore, by reason of a bank that breaks, when a great swell.

In April, 1772, the variation of the needle was found at *Fort Royal*, by repeated observations, to be $3^{\circ} 52'$ east. Tides have been observed in the *Cul de Sac Royal*, as well as in other parts of the island: at the equinox, they rise about 16 inches, and at other times, between 8 and 12 inches, French measure.

Fort St. Pierre, (*St. Peter*) the trading town of *Martinico*, lies about four leagues to the N.W. of *Fort Royal*, in $14^{\circ} 44'$ north latitude. It is built partly upon the rising grounds, at the foot of a ridge of hills, and partly along the shore of a spacious, circular bay, which forms an open road to the southward and westward. The best anchoring place, called the *Frigate's Anchorage*, lies in the southernmost part of the road, (where you see some steep cliffs and rocks) in 7 fathoms, gravelly ground. If you bring the highest steeple of the town N. by E. somewhat northerly, and *Point Carbet* (on the south side of the road) south, you will have 7 fathoms, oozy ground.

If you intend to stay some time in this road, it is proper you should lie with one anchor close to the shore, to the S.E. or E.S.E. (or even on shore) and the other to the N.W.

In the hurricane months, that is from the 15th July to the 15th October, ships cannot lie with safety in this road, and ought to leave it on the 15th July, at farthest. If they are to remain for a longer time at *Martinico*, they must retire into *Fort Royal bay*, where they lie secure against the hurricanes; they may also find shelter in *Trinity bay*, to the windward, and on the north side of the island. The whole circumference of *Martinico*, as we have observed already, is indented by large bays, at the bottom of which are fine sandy coves, and very good harbours, sheltered by long points, projecting into the sea, but all these are not safe in the winter season.

When you come from the eastward, if you intend to sail by the north side of *Martinico*, you are to take your departure from the *Carvel*, a small rocky island that lies 2 miles north of the easternmost point of the island, in $14^{\circ} 51'$ north latitude; in running along which you will be exposed to sudden flurries, which are very frequent, on account of the narrow openings of the mountains, and, if the top-gallant sails are up, you must keep a lookout after the hallyards.

Point Macouba, the northernmost of the island, is in $14^{\circ} 55'$ north latitude, is remarkable for a waterfall of the same name; it is a kind of torrent falling into the sea from the top of a high rocky coast.

About 5 miles further W. by S. you will see a round rock, detached from the land, called the *Pearl*, and to the southward of it are the little islands of the *Precheur*. Soon after *Point Precheur* presents itself, which ends in a flat

hummock, with a plantation upon it; the town is more to the S.E. Beyond that point you discover two others in one line; the first, called *Morne au Bœufs* (*Oxen point*) terminates on the south side, the road of *Fort St. Pierre*, including the coast of *Carbet*; the second is *Diamond point*, already mentioned, to the S.E. of *Fort Royal*.

Having doubled *Point Precheur*, you descry the ships, which lie at anchor in the road of *Fort St. Pierre*; as they have every one of them awnings, on account of the intense heat of the sun, you would take them at first sight, for so many white houses, whose roofs are built like a terrass; you cannot come to anchor close hauled; the winds which prevail always from the E. and E.N.E. oblige you to make several trips to come to it.

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A TABLE

OF THE LATITUDE AND LONGITUDE OF THE PRINCIPAL PLACES AND HEADLANDS OF MARTINICO.

NAMES OF PLACES.	N. Latitude.	W. Long. fr. London.
Cape Ferre, the easternmost of the island	14° 27' —	60° 48' —
The southernmost island off Point Salines, (<i>Islet a Cabrit</i>)	14 23 —	60 52 —
Diamond Rock	14 26 —	61 02 —
Cape Solomon, or Grosse Point, beyond Pigeon island	14 30 45	61 07 —
Fort Royal, (observed on shore)	14 35 55	61 04 —
Morne au Bœufs	14 41 55	61 10 36
Fort St. Pierre, (observed on shore)	14 44 —	61 10 41
Point Macoubu, the northernmost of the island	14 53 —	—
Cul de sac Robert, on the north side	14 42 —	60 50 —

BEARINGS OF SUNDRY ROCKS, POINTS, &c. AT MARTINICO.

Diamond Rock, and the southernmost Island off Point Salines	W. 19° N. and E. 19° S.	} True North.
Diamond Point, and the Point of <i>Las Anses d' Arlet</i>	S. E. 3° E. and N. W. 3° W.	
Cape Solomon and Point Precheur, the westernmost of the island	S. 35° E. and N. 35° W.	
The Pearl Rock and Point Potiche	W. 31° S. and E. 31° N.	
Point Precheur, and the S. W. Point of <i>Dominico</i> , called <i>Cachacrou</i> , or <i>Scots Head</i>	S. 18° E. and N. 18° W.	

In coming out of *Great Diamond cove*, and having opened the north shore of *Martinico*, the westernmost part of *Dominico* just appears in sight, and bears by compass N.N.W.

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THE ISLAND OF DOMINICO.

FROM *Pearl rock* near the N. W. end of *Martinico*, to *Point Cachacrou*, or *Scots head*, in *Dominico*, the course is about N.N.W. 8 leagues. This island is about 8 leagues in length, and lies near N.N.W. and S.S.E. It is extremely mountainous, and appears rugged and broken. It bears in great plenty all the woods which are common in the *West-Indies*, and produces abundance of what they call ground provisions. There are properly speaking, no harbours in *Dominico*; but there is good and safe anchorage along the west side, which is all bold; though ships lie exposed to strong westerly winds, as indeed in almost all the roads of the *Carribee islands*: but those winds prevail only in the winter months. The road of the town of *Roseau*, is better than that of *St. Pierre*, in *Martinico*, the soundings being more gradual, and you can anchor from 15 to 25 fathoms, good holding ground all over.

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PRINCIPAL PLACES AND

Latitude.	W. Long. fr. London.
27' —	60° 48' —
23 —	60 52 —
26 —	61 02 —
30 45	61 07 —
35 55	61 04 —
41 55	61 10 36
44 —	61 10 41
53 —	—
42 —	60 50 —

AT MARTINICO.

19° N. and E. 19° S.	True North.
3° E. and N.W. 3° W.	
5° E. and N. 35° W.	
31° S. and E. 31° N.	
18° E. and N. 18° W.	

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About 4 miles from the north end, lies a most noble bay, called *Prince Rupert's*, which, besides its safety, its magnitude, the depth of the water, and the goodness of the anchorage, has the advantage of three fresh rivulets running into it.

On the north side is the high remarkable bluffs, called *Prince Rupert's head*, by which the bay is easily known. The south point (*Rollo's head*) is pretty low, but both points are bold to, so that in working in you may stand boldly over from side to side, which is near 3 miles over; the bay is about 1½ mile deep; you may anchor in what water you please, and moor W.N.W. and E.S.E.; the best anchoring is rather on the north side. There are three rivers running into the bay, where you may water, but the middle and north rivers are to be preferred. The best wooding place is on the north part of the bay.

If you are bound to *Dominico* from *Barbadoes*, you must steer N.N.W. till you pass *Martinico*; then a N.W. course will carry you to the northward of *Dominico*. Leaving *Marygalante* on the starboard side, haul up close in with the north point of *Dominico*; you will see a round bluff, making like an island, if at some distance; go round that, and open *Prince Rupert's bay*: turn into the north part, and anchor in 7, 8, or 9 fathoms. You will see the mouth of a large river, anchor to the northward of that, half a mile, and you will be opposite to a small river, which you water at, the best in the bay; the great river is brackish. There is another river to the southward, where you may anchor in 6 fathoms, clear ground; but in 10 fathoms you will have coral rocks.

The town of *Roseau* lies in 15° 18' north latitude, and 61° 22' west long. from *London*.

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THE ISLAND OF GUADALOUPE, AND ITS DEPENDENCIES—VIZ.— THE ADJACENT ISLANDS called THE SAINTS, MARYGALANTE, DESEADA OR DESIRADE, AND PETITE TERRE.

THE island of *Guadaloupe*, one of the largest of the *Carribes*, is near 60 leagues in circumference; its form is very irregular; it is cut in two by an arm of the sea, called the *Salt river*, diminishing in width from 50 to 15 fathoms, whose soundings are in some places deep enough for a ship of 500 tons, whilst in others they have scarce water enough for a bark of 50. The length of this strait is about 2 leagues.

That part of the island on the west of *Salt river*, which gives its name to the whole colony, is divided into two by a ridge of very high mountains running north and south. Towards the south point rises in the middle region of the air, a mountain, called *La Soufriere*, (*Sulphur hill*) like the volcano of *St. Lucia*, that exhales a thick and black smoke, mixed with sparks, which are visible in the night.

The chief place of *Guadaloupe* is the town of *Basseterre*, on the west side, near the south end of the island, in lat. 15° 59' 36", and long. west from *London* 61° 43'. The course, from *Prince Rupert's bay*, in *Dominico*, to the road of *Basseterre*, is N. W. by N. 10 leagues.

The English ship the *Temple*, being at anchor in *Basseterre road*, the westernmost part of the *Saints*, and some part of the west side of *Dominico* were in one, bearing S.E. by S. by compass. Then *Montserrat* bore N.W. northerly, and the westernmost part of *Basseterre bay* N.W. by N. distance one mile.

The French frigate *La Flora*, being moored N.N.E. and S.S.W. in this

road, in 7 fathoms, sandy ground, and the small anchor in 37 fathoms, same ground, had the following bearings by compass :

Old Point Fort to the S.E. 90° S. in one with the Westernmost Saint.	
The Fort to the S.W. of the town.....	S.E. by E.
The Church.....	N.N.E.
The N.W. end of the town.....	N. by W.
Point Irois.....	N.N.W.
The southernmost point of Dominico.....	S.E. by S.

THE SAINTS are 5 or 6 small islands, the two larger of which are known by the names of *Terre d'en haut* (or the Upper Land) which is the easternmost, and *Terre d'en bas* (Lower Land) which is the westernmost. According to a very exact bearing, the S.W. point of the westernmost Saint lies S. 27° 30' E. of the S. point of *Guadaloupe*, distance 8 miles; the least depth between them and the main island is 17 fathoms. But the best channel is on the south side, for in the former there is a sunken rock, which lies 1½ mile from the *Saints*. These islands are so happily arranged, that in the midst of them there is as fine a road for shipping as any in the neighbourhood. The *Saints* are all bold to, though they appear to be a parcel of rocky islands.

THE *Island of Marygalante*, about 8 miles to the eastward of the *Saints*, with a good channel between, is about the height of *Barbadoes*, and rises gradually towards the north. At the south end, and the east side, are dangerous rocks under water, and reefs which stretch about one league in the sea; but the west side is a good fair white shore, with good anchorage in several places.

From the north end of *Marygalante* to *Deseada*, the course is N.N.E. about 8 leagues, and the channel good, keeping the middle; but there is a very small sandy island, called *Petite Terre*, which lies right in the fair way; it is about 3 miles long from N.W. to S.E. and is divided in two by a channel, where small vessels may anchor. It is not safe to come within more than 2 miles of *Petite Terre*. It lies E.S.E. from the east end of *Grand Terre* (*Point Chateau*) which is remarkable by a parcel of grey rocks, distance about 5 or 6 miles. There is no passage between *Petite Terre* and the main island for any thing but small craft. There is pretty good anchoring by *Petite Terre*, to the westward, 2 miles from shore, in 7 fathoms water; then the west end of *Deseada* will bear N. 27° E. and *Point Chateau* N. 80° W.

DESEADA, or the *Desirade*, one of the smallest of the *Carribees*, lies 5 miles to the N.E. of *Point Chateau*. It is a kind of rock without water, where they cultivate some cotton. This island lies E.N.E. and W.S.W. having no trees upon it, and is shaped like a galley, its E.N.E. end making like the head or prow, and the S.W. end like the tilt of the galley; but coming near, and passing by the north end of it, you will perceive white broken patches, like heaps of sand, with red streaks in them. On the north side there are some rocks under water. There is anchorage at the S.W. part of *Deseada*, distance 1½ mile from some houses that stand by the shore side. You may anchor in from 5 to 7 fathoms water, taking care to look out for a clear spot to let your anchor go in, for the ground is rocky; and when at anchor *Petite Terre* will bear south-easterly, distance 7 miles, and point *Chateau* south-west, distance 4 or 5 miles. *Point Chateau*, the easternmost part of *Grand Terre*, is known by a hummock upon it, and between it and *Deseada* there are 22 or 23 fathoms water.

There are gradual soundings between *Marygalante*, *Grand Terre*, and *Guadaloupe*, as far as *Point Peter*, (*Point a Petre*, near which stands the fort of *Grand Terre*) but if you are to the eastward of *Deseada*, and bound for *Point*

Salnt, in *Martinico*, the best way is to keep up S. or S. by E. as there is most commonly a current that sets down between the island. From *Deseada* the distance is about 41 or 42 leagues. From the N.W. end of *Barbadoes* the course is N.N.W. distance 64 leagues to *Deseada*.

Bearings and Distances about Guadaloupe, Marygalante, the Saints, &c.

From the N.W. end of *Barbadoes* to the E. end of *Marygalante* the course is N. 31° 34' W. distance 58 leagues, and when *Marygalante* bears between N.W. by W. and N.W. $\frac{1}{2}$ N. the distance is 5 or 6 leagues.

The east end of *Marygalante*, *Petit Terre*, and *Deseada*, bear, when in one, N.N.E. and S.S.W.; the distance between the east end of *Marygalante* and *Deseada* is 7 or 8 leagues, and *Petit Terre* is midway between both; when *Petit Terre* bears between S.W. by W. and W.S.W. then the north part of *Dominico* bears S.W. by S.

Marygalante is in length about 3 leagues; the west part of it, and the S. side of the *Saints* bear by compass W. $\frac{3}{4}$ S. distance 4 or 5 leagues; but the north side of *Marygalante* and the south side of the *Saints*, bear W.S.W. $\frac{1}{2}$ W. and E.N.E. $\frac{1}{2}$ E. When the west part of the *Saints*, and the S.E. point of the *Grand Terre*, or *Point a Saint*, are in one, they bear N.N.E. easterly. When the northernmost part of the *Saints*, and the southernmost part of *Marygalante* come in one, they bear E. When *Point Royal* (the south point of *Guadaloupe*) and the south side of *Marygalante* come in one, they bear E. by S.

The big Rock of the *Saints*, and the north side of the westernmost *Saint*, lie E. 21° S. and W. 21° N.

A peak on the north part of *St. Lucia*, and the west point of *Martinico*, lie S. 17° E. and N. 17° W.

The north point of *Dominico*, and the end of the easternmost *Saint*, lie E. 41° S. and W. 41° N.

The south point of *Guadaloupe*, and the easternmost land of the *Saints*, lie N. 41° W. and S. 41° E.

The south point of *Guadaloupe*, and the southernmost point in view of *Dominico*, lie N. 26° W. and S. 26° E.

Bearings about Deseada, Petite Terre, and Marygalante.

From the hummock of *Point Chateau*, the westernmost point of *Petite Terre*, called *Sandy point*, lies S.E. by S. 1° E. distance near 54 miles.

The latitude of *Sandy point* is 16° 16 or 17', and its longitude from *London* 60° 55'.

The Hummock, called *Cuve a Pierre-graize*, on the north part of *Marygalante*, lies from *Point Chateau* S. by E. 5° 45' E. distance near 6 $\frac{1}{2}$ leagues. Its latitude is 16° 2' N.

The Cove, called *Anse du Galet*, which is the southernmost of *Deseada*, lies N.E. 4° 30' E. from *Point Chateau*, distance near 4 $\frac{1}{2}$ miles. Its latitude is 16° 24 or 25' N. and its longitude from *London*, 60° 54' W.

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FROM *Basseterre* road, in *Guadaloupe*, should you want to go to *Antigua*, the best way is to weigh at night, and sail at a proper distance from the shore, in order to keep the land winds, and they may carry you to the northern part of the island by morning, where you will come into the sea winds, to carry you across. If you should do otherwise, you might be caught by the baffling winds from under the high lands, which are here.

Off the N.W. part of *Guadaloupe*, there is a small island about a mile from the shore, but there is no going within it. Two miles to the eastward of this

island lies a small rock, $2\frac{1}{2}$ miles from shore, which looks grey, and is very high, that rock is called the *Englishman's head*.

The course, in turning along the island to the *Englishman's head*, is N. W. North, and N. N. E. about 10 leagues, and from the *Englishman's head* to *Johnson's point*, in *Antigua*, the course is N. by W. 9 leagues.

From the north point of *Grande Terre*, called *Antigua point*, to *English harbour*, the course is N. W. by N. $\frac{1}{2}$ W. 7 leagues.

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THE ISLAND OF ANTIGUA, WITH BARBUDA.

THIS island is of a circular form, and about 22 leagues round, having a rocky shore, and being surrounded with many dangerous reefs. It has excellent harbours, particularly *English harbour*, on the south side, which is capable of receiving the largest ships. *English harbour* is at a small distance off the town and harbour of *Falmouth*. There are besides *Willoughby bay*, to the windward of *English harbour*; *Nonsuch harbour* on the east point, and the town and harbour of *Parham* on the north side, without speaking of a great number of creeks, and smaller bays. But the principal trade is carried on at the harbour of *St. John*, on the west side, where the capital stands, and which has water sufficiently deep for merchant vessels.

The latitude of *St. John* is $17^{\circ} 3'$, and the longitude from *London*, about $60^{\circ} 55' W.$

Instructions for sailing into St. John's harbour, coming from the Southward.

AS you come nigh the *Antigua* shore, you must give the west part of the island a good birth, till you open *Sandy island*; bring it north, or N. by W. and keep your lead going: you may keep by it in 11 or 12 fathoms water, and continue so, if you want to go between *Sandy island* and the main, or until you open the houses upon the little rising hill within *Pelican point*. This is the leading mark for the main side. As for *Sandy island*, it is pretty bold to, and the shoalings may be seen in the day time. The *Ship's stern*, is also bold to. In working into the road, you may stand so far to the northward as to bring *Ship's stern* S. S. E. then about. By these directions you may work into *St. John's road*, between the *Wallington rock* and *Ship's stern*. The rock shews itself by the water breaking upon it.

If you sail from the southward to *St. John's road*, within *Sandy island*, bring the westernmost of the *Five islands* N. by E. $\frac{1}{2}$ E. of you, when you are off *John's point*, and keep those islands open on the starboard bow; that will carry you clear of a sunken rock and sand, off *Fry's*, or *Bermudian valley*. Keep a mile distance from the westernmost of the *Five islands*, and you are in the channel, or keep *Sandy island* on your starboard bow till you open the *Hawk's bill*, and then loof.

To avoid the *Nine feet bank*, the south end of which lies about W. by N. from *Sideserfe's mill*, which bank is about two miles from the shore, and one mile in length, but very narrow; keep *Will Knight's house* open with *Ship's stern*, and in not less than 5 fathoms, for at 4 fathoms, you are immediately on it.

The vanes of *Sideserfe's mill* shutting in with the high land to the northward of the mill, then you are just on the south end of this bank.

If you are obliged to turn between *Sandy island* and the *Nine feet bank*,

you may stand close to *Sandy island*; but put about when in 5 or 6 fathoms, off the bank.

From *Ship's stern* to the *Wallington* - - - - - N. $1\frac{1}{2}$ mile.
From the *Wallington* to the *Diamond* - - - - - N. 3 do.

If coming from *English harbour*, you are bound to *St. John's harbour*, observe that from the former, to the eastward, the shore lies E. by N. and W. by S. Down abreast of *Johnson's point*, and two leagues to the eastward of it, is foul ground about two miles off shore. Give the island a birth of at least 3 or 4 miles, and when you come down as low as *Johnson's point*, haul towards the N.N.W. and keep your lead going: then steer for *Sandy island*, which will bear N. or N. by W. of you, and if the wind will allow you, you may run within *Sandy island*, where you will not have less than 7 fathoms: however, it is better for a stranger to go to leeward of *Sandy island*. Be sure you do not stand above 3 or 4 miles to the northward of the island, on account of the lee current, that comes down to the north side of it, as well as of several shoals which lie to the N.E. of the same. But when you can fetch *Ship's stern*, you may stand boldly towards it, and anchor in what water you please, from 6 to 12 fathoms water. If you keep in 15 fathoms, that will run you without *Sandy island*, that is to the westward of it, in case night should come on. There is a bad shoal which lies N.N.E. and N.E. by N. from *Ship's stern*, distance about $1\frac{1}{2}$ mile; when it blows, you may see the breakers on it; it is called the *Wallington*. The channel is on the south side of it, up to *St. John's harbour*.

If, in the day time, you are running down the south side of *Antigua*, you may haul in for *Johnson's point*, till you bring the *India creek land* to be seen a good sail's breadth open with *Old road bluff*; run down with that mark on, till you bring the largest of the *Five islands* to bear N.E. $\frac{1}{2}$ E. then steer northward; that course will carry you clear of the *Ten feet bank*, which lies off the south side of the *Five islands*; likewise of the *Nine feet bank*, that lies off the north point of the *Five islands harbour*; and when you bring the *Hawk's bill* to bear east, you may haul up as high *Ship's stern* as you please, within *Sandy island*.

To anchor in *St. John's road*, bring the *Ship's stern* S.W. by W. and *St. James' fort* E.S.E. and the *Wallington* N. by W. and you have 7 fathoms water, good ground.

In 1772, the French frigate *La Flore* being moored in this road, in 9 fathoms, fine sand, had the following bearings by compass:

<i>Sandy island</i>	- - - - -	W. by S.	3° 15' W.
The <i>Ship's stern</i>	- - - - -	S.W.	1 30 W.
The <i>Flag staff</i> of the Fort	- - - - -	S.E.	9 00 S.
The Point (probably <i>Corbican's point</i>)	- - - - -	N.E.	1 00 N.
The <i>Great Sister</i>	- - - - -	N.E. by N.	1 15 E.
<i>Wallington</i> , or <i>Wallington Rock</i>	- - - - -	N. by E.	0 50 N.
The North end of <i>Montserrat</i>	- - - - -	S.W.	3 00 S.
<i>Redondo</i>	- - - - -	S.W. by W.	1 45 W.

St. John's is a bar harbour, there being a sand which stretches off from the N. of the harbour S.W. home to the land on the south side. The deepest water is on the southernmost part of the bar, where you have 14 feet; on the north is but 12. In coming in, you must keep along the south shore, as there is nothing to hurt you from *Ship's stern*, all along into the harbour; you may come so near *Ship's stern*, as to cast a stone ashore, having $11\frac{1}{2}$ fathoms close by it.

From the N.W. part of *Guadaloupe*, or *Englishman's head*, to *English harbour*, the course is N. distance 9 leagues. This is a very safe and fine har-

bour; it lies close under the west end of the easternmost high land, but a little to the westward of that the land is much higher. It is sheltered from all winds, and ships commonly lie there in the hurricane months. You may anchor in the bay, without the harbour, in 5, 6 or 7 fathoms water, and warp in; for unless you can lie N.N.E. you cannot lie in it; besides the wind is apt to flutter you. Give the low point on the starboard point a good birth, and keep mid channel, if you can. The most water is $4\frac{1}{2}$ fathoms, and the same in *Freeman's bay*; but there is at most times smooth water. However, it is not safe for a stranger to carry a ship in, on account of the bar, and the narrowness of the entrance. When you come off the harbour, the master-attendant, or a pilot, comes on board.

Large ships lie at proper moorings, but small ones lie with one anchor to the E.S.E. the other made fast a-stern on shore. There are four moorings for ships in *Freeman's bay*, just within the harbour's mouth; the best bower to the westward, and the moorings on the shore to the eastward.

No wood or water there. You can get your water at *Falmouth*, about $1\frac{1}{2}$ mile to the leeward; at is not very good, being very soft, muddy and brackish.—No tide.—Variation $4^{\circ} 50'$ E.

To sail into *FALMOUTH HARBOUR*, you must run in close to the west point, called *Procter's point*. There is a ledge of rocks which covers the middle of the inlet, from thence it is shoal to the eastern, or *Governor's black point*. About 3 mile W. by S. lies *CARLISLE BAY*, or *Old Road*, where you can get the same water as at *Falmouth harbour*.

Three miles to the N.E. of *English harbour* lies *WILLOUGHBY BAY*; the going into this bay is on the west side; for on the east side stretches off a reef within half a mile of *Sandy island*, and in the middle of the channel lies a *Spit*, with only 9 feet water upon it; between *Sandy island* and the *Spit* there is 4 fathoms; between the *Spit* and the west end of the reef, there is 7 fathoms, and the channel wider. It is better, however, to sail in close on board *Sandy island*, and anchor in 4 fathoms.

NONSUCH HARBOUR lies 3 or 4 miles further up, at the east end of *Antigua*. On the south side is *Green island*; the best going in is between this island and the south part of the harbour, where you have 5 fathoms water, for the northward of this island it is all rocky; this harbour must not be attempted by a stranger.

SAILING DIRECTIONS FOR THE NORTH SIDE OF ANTIGUA.

When you make the land, give it a birth till you come a quarter down; then haul in till you come into 14 fathoms, and then you may run with safety, keeping that draught of water. If the water should shallow, haul off; but if deeper, haul in, till you bring in *Ship's-stern* to bear S. $\frac{1}{2}$ E. Then haul up for the fort. There lies a bank off *Great bird island*, bearing N.N.E. $1\frac{1}{2}$ mile; white ground may be seen $1\frac{1}{2}$ mile before you come to it. The best water on it is 3 fathoms. West-northerly from that 3 miles, and about the same distance north from *Barnicle fort point*, lies *Addison's shoal*, where there is no more than 4 feet water, and 3 fathoms round it—N. by W. westerly, distance not a mile, there lie two other shoals, having 3 fathoms water at least. West from thence, distance a good half mile, lies the *Horse shoe*, sometimes above water, and bearing north from *Prickle pear*, or *Beggar's point*, distant $1\frac{1}{2}$ mile. A little to the westward of the point, there is a wind-mill, and about one third of a mile further to the S.W. there lies another, which are very good marks to come inside of the reef; steering between the two mills, it will make the course S. by W. the least water in coming in is 5 fathoms, and the inner part of the channel 9 fathoms. There lies a small shoal with 5 feet on it, distance from the *Horse shoe*, S.W. by W. not quite $1\frac{1}{2}$ mile, and about the same dis-

come a quarter down ; you may run with safe-shallow, haul off; but $\frac{1}{2}$ E. Then haul up during N.N.E. 1 $\frac{1}{2}$ mile; i. e. The best water on and about the same disposal, where there is no W. westerly, distance is water at least. West *shoe*, sometimes above point, distant 1 $\frac{1}{2}$ mile. Hill, and about one third are very good marks. If, it will make the ens, and the inner part h 5 feet on it, distance about the same dis-

F f

It lies N.N.E. and S.S.W. to the E.S.E. of *St. Christopher's*, from which it is separated by a channel called the *Narrows*, about 2 miles broad. The island is easily known, being low on both sides, and very high in the middle. The top of this middle high land, which makes like a saddle, when you come athwart of it S. and N. reaches far above the clouds, the sugar plantations lying on the sides of it, near the bottom. On the west part are two fresh water brooks; they have three tolerable roads or bays, on the principal of which, near S.W. point, is *Charlestown*, the chief place of the island.

In sailing through the *Narrows*, the first land that comes in view is the top of *St. Martin's*, making like three small hills joined together, the middlemost and highest bearing S.W. by W. When the middle of *St. Bartholomew* bears W. distance 4 or 5 leagues, the west end of *St. Christopher's* bears S. W. by S.—*St. Eustatia*, S.W. $\frac{1}{2}$ W.—*Nevis*, S. In lat. $17^{\circ} 29'$ N. *St. Bartholomew* bears N.N.W. $\frac{1}{2}$ W.—*Saba*, W. by N. $\frac{1}{2}$ N.—*St. Eustatia*, W.—*St. Christopher's* west end, W. by S. southerly. The going through the *Narrows*, S. by W. and *Nevis'* N.E. point, S. easterly. When *Saba* is in one with the middle of *St. Eustatia*, and both on the northernmost part of *St. Christopher's*, and, at the same time, *Rodondo* in one with the northernmost part of *Nevis*, then all will bear N.E. and S.W. and before you come to the *Narrows*, you will see a high rock (called *Booby island*) about midway the channel, between *Nevis* and *St. Christopher's*; keep it on the larboard side, or rather keep nigher *St. Kitt's* shore. But you must keep *Nevis'* south point open of the aforesaid rock to the westward, to avoid a reef of rocks that lie without the great one. This rock and the northernmost part of *Nevis*, when in one, bear S.E. by S. easterly; and *Nevis'* south point will then bear S. $\frac{1}{2}$ E. But to the southward of the aforesaid rock, about one mile, are two lesser rocks above water (called the *Cows*); these you must also keep on the larboard side, and rather be nearer *St. Kitt's* side; there you will have $4\frac{1}{2}$, 5, and 6 fathoms, with good ground to anchor, in case of necessity.

The island of *St. Christopher*, vulgarly called *St. Kitt's*, is 13 or 14 leagues in circuit, the length about 5, and the breadth a league and a half, except towards the south, where it is narrowed by an isthmus, which joins it with a headland, about a league long, and half a league broad. The center of the island is taken up by a great number of high and barren mountains, intersected by rocky precipices, almost impassable, and in many of which issue hot springs. *Mount Misery*, which is an exhausted volcano, whose head is hid in the clouds, is the highest of all those mountains, its perpendicular height being 3711 feet. At a certain distance it bears some resemblance to a man who carries another on his back, and this appearance, true or false, engaged Columbus to give the island the name of *St. Christopher*, in memory of the legendary tale, which supposes this saint to have carried the child Jesus on his shoulders, over an arm of the sea. The assemblage of those hills makes *St. Kitt's* appear, to those who approach by sea, like one huge mountain covered with wood, but they find, as they come nearer, that the coast grows easier, as well as the ascent of the mountains, which, rising, one above another, are cultivated as high as possible. The S.E. part, when you sail along at 2 leagues distance, appears like a heap of detached islands, occasioned by there being low lands between the mountains. The N.W. part is the highest, but declines gradually to the sea.

There are two towns of some note in this island, the principal of which is *Basseterre*, towards the east end; the other called *Sandy point*, near the west end. There is no such thing as a harbour, or any thing that has the smallest appearance of it in this island; on the contrary, at the few landing places which are made use of, there is a continual surf beating on the shore,

Christopher's, from which it is 2 miles broad. The very high in the middle like a saddle, when you are on the sugar plantations, the west part are two bays, on the principal place of the island.

comes in view is the middle of *St. Bartholomew*. *Christopher's* bears S. 17° 29' N. *St. Bartholomew*—*St. Eustatia*, W.—going through the Narrows. When *Saba* is in one with the most part of *St. Christopher's*, the northernmost part before you come to the land about midway there it on the larboard. You must keep *Nevis'* south point, avoid a reef of rocks. The northernmost part of *Nevis'* south point will then be a rock, about one mile; these you must also keep on the side; there you will anchor, in case of neces-

Kitt's, is 13 or 14 leagues from *Saba* and a half, except *Saba*, which joins it with a broad. The center of the ten mountains, intersected by many of which issue hot springs, whose head is hid by its perpendicular height. The resemblance to a man, true or false, engaged *Christopher*, in memory of the child Jesus on the age of those hills makes one huge mountain cover, that the coast grows rising, one above another, when you sail along at the islands, occasioned by *N.W.* part is the highest,

the principal of which is *Sandy point*, near the west end, that has the smallest of the few landing places on the shore,

which is sandy, and prevents any quay or wharf being erected upon it, and also makes landing always inconvenient, sometimes dangerous.

In running from *Nevis* to *Basseterre*, you will cross a bank, on the shallowest part of which, there are 5 fathoms, or $\frac{1}{2}$ less 3. It is not quite a mile over, and its middle lies S. by W. westerly from the *Nag's head*, or the south end of *St. Christopher's*, 2 miles.

To anchor in *Basseterre road*, bring *Londonderry fort* to bear N. distance about half a mile, and the west point of the bay, W. by N. and then you will have 9 fathoms, good ground.

To anchor in *Old road*, $1\frac{1}{2}$ league to the westward of *Basseterre road*; observe there is a *Black stone* or *rock*, close by the water side, about as large as a *Moses boat* bottom upwards; keep that stone a little open to the westward of the westernmost of the negroes houses, which are on the south side of the hill, a little above the *Black rock*: for if you shut and bring it on with the negroes houses, you will have no ground one third of a mile from the shore; but bring it to bear N. N. E. and then it will be a little open, and you will have 9 or 10 fathoms, good ground. Keep *Nevis' point* a little open with *Fort point*, which is the easternmost point of *Old Road bay*, and the S. W. point of *St. Christopher's*, W. N. W. 2 miles—more to the S. E.

Remarks made in Basseterre Road and Old Road.

In *Basseterre*, which is an open large bay, the marks of the anchorage are as follow: The *Long point of Nevis*, S. S. E.—*Nag's head*, S. E.—*Bluff point*, W. $\frac{1}{2}$ N.—the town of *Basseterre*, N.—distance off shore, half a mile—depth of water 7 fathoms—Wood purchased, water better, and easier got, at *Old Road*, about $1\frac{1}{2}$ league from hence.—Tides, none.

In *Old Road*, the following are the marks of the anchorage, viz. The *Long point of Nevis* S. E. southerly—*Stony fort* E. S. E.—The *Westernmost point of Old road*, N. W. by N.—*Stony point*, S. E. $\frac{1}{2}$ E.—Depth of water where the anchor lay 10 $\frac{1}{2}$ fathoms: one third of a cable out—wind off the land—13 fathoms under the stern—West distance off shore two thirds of a mile.—You land your casks, roll them about 100 yards, and fill them at a running gullet; then float them off to the boat—a great surf, and a rocky shore.

THE ISLANDS OF ST. EUSTATIA AND SABA.

ST. EUSTATIA lies 5 miles W. N. W. from *Sandy point*, the westernmost head-land of *St. Christopher's*; in the channel, above $1\frac{1}{2}$ mile from the point, and with the aforesaid bearing, lies a danger called the *Sheep*. *St. Eustatia* is a steep rock rising out of the sea, to a great height, about 3 miles in length, and 2 in breadth. At a distance it appears in the manner of a sugar loaf, ascending up in a round hill; but coming near, it alters its shape, and seems somewhat long. This rock is composed of two mountains, whose middle land is pretty even. The south mountain is a great deal higher than that to the N. W. it is hollow in the middle, and the excavation appears to have been the crater of the exhausted volcano which constitutes the island; the bottom is pretty near on a level with the town.

The anchorage in the road of *St. Eustatia*, is none of the best, there is a swell when the wind blows from the S. E. quarter; besides the landing is very difficult, on account of the great and continual breaking of the waves against the shore. If you intend to anchor in this road, you must bring the tower of the church N. E. by E. and the west end of the bay, called *Interloper's cape*, N. W. by N. Then you will have 9 or 10 fathoms, sandy ground, distance

less than a quarter of a league from the shore; you may even anchor farther in the offing, in 14 or 15 fathoms, same ground. This road is much frequented, and you will see ships there, even in the hurricane months; but in this season they must be very attentive to the wind, and on the smallest appearance of a squall from the south put immediately to sea.

The isle of *St. Eustatia*, is pretty clear all round, except to the S.E. of the bay, where there is a shoal which stretches about 150 fathoms into the sea.

The island of *Saba*, still smaller than *St. Eustatia*, lies 4 leagues to the N. W. of it. It is another steep rock of a round form, which is accessible only on the south side, and you must climb almost to the top, through a very crabb'd artificial path, to find any earth; it is inhabited by about 50 European families, and 2 or 360 slaves. You may see the bottom round this island, but you need not fear, for there is no danger but what is visible. Also round about it, makes as it were certain heaps of white sand, and by the sides thereof, it shows like a ship under sail. On the N.W. side lies a rock, about a musket shot from the shore, which afar off seems like a sail. South and north about 2 leagues off in the sea, is not above 10 fathoms water, clear sand ground.

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THE ISLANDS OF ST. BARTHOLOMEW, ST. MARTIN, AND ANGUILLA, WITH DOO ISLAND AND PRICKLY PEAR ISLAND.

ST. BARTHOLOMEW's S.W. end bears from *Sandy point*, in *St. Christopher's*, N. $\frac{1}{2}$ W. distance 7 leagues. It lies E. and W. and is 3 or 6 leagues long. The middle part is very high land; its shores are extremely dangerous, chiefly on the north part, where there are many rocks above and under water, and the approaching them requires an experienced pilot. But it enjoys the advantage of having a very good harbour, of an excellent hold, in which ships of any size are perfectly sheltered from all winds. This island appears at first almost round, and can be seen 9 or 10 leagues off.

St. Martin's, an island about as long as *St. Bartholomew*, but wider, is separated from it by a channel 2 leagues broad; in the middle of the W. entrance of this channel, 4 miles W.N.W. from the north point of *St. Bartholomew* lies a large rock, surrounded with many others above water. This island contains a great number of mountains, or rather huge rocks covered with heath, which can be seen above 10 leagues off. The west side is pretty low along the sea shore for about 2 leagues. The sea is rarely disturbed, and the anchorage safe every where about the island, especially with a N.E. wind.

On the west side, lies the Dutch town, whose harbour has 8, 9, or 10 fathoms, good sandy ground. Near it are three salt ponds, where they make a great quantity of salt. You may range the westernmost point of *St. Martin's* within 2 miles, and nearer, and have from 30 to 55 fathoms, rocky and corally ground.

The French town lies on the south side, above 3 leagues east from the Dutch town, on a bay called *L'Anse au Flamands*.

Anguilla lies E. by N. $\frac{1}{2}$ N. and W. by S. $\frac{1}{2}$ S. above 2 leagues to the north of *St. Martin's*; it is a low, flat, and withered island, without any mountains, so that it cannot be seen further off than 4 or 5 leagues. The anchoring ground is good on the south side, because the current there has no force, on account of a long ledge which stretches off S.E. from the east point. On the south part of the west point there lies, about one mile from the shore, a small shoal not above 100 fathoms in length.

To the N.W. by W. of the west point of *Anguilla*, distance about 4 leagues, lies several small islands, the principal of which are *Prickly Pear island*, and

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Dog island, between which is a good channel. The first is the easternmost; the second, which is the largest of all, lies further than any of them to the west, save a little rock that is almost joined with it on the west side; it is about one mile in length, and has a few inhabitants; all these islands are very low, and cannot be seen further off than 4 or 5 leagues.

Bearings taken and remarks made in sailing between the above mentioned islands, by an experienced Navigator.

"WHEN we came to sail so far out, I found that the highest top of *St. Eustatia* came even with the top of *Brimstone hill*, and that the two southernmost points of *St. Christopher's* and *St. Eustatia* were in one, and bore N.W. by N. At the same time, *Fort Tison* bore N.E. easterly, when *Sandy point*, and *Tumble-down-dick*, or the northernmost part of *St. Eustatia*, came in one, and bears W.N.W.

"The direct course from the west end of *St. Christopher's* is N.N.W. to *St. Martin's* west end, and so through between the *Dog* and *Prickly Pear*. For when you are within half a mile of the west end of *St. Martin's* the southernmost land of *St. Bartholomew* comes in one with the southernmost land in sight of *St. Martin's*, and they bear S.E. by E. and then *Saba*, will bear S. by W. westerly. By the aforesaid bearings of *St. Bartholomew* and *Saba*, if you see either of them, you may by them know how to direct your course for the west part of *St. Martin's*.

"The west part of *St. Martin's* and the west end of *Anguilla*, bear N.N.W. northerly. When the N.E. part of *Anguilla*, the north side of *Prickly Pear*, and the middle of *Dog island*, bear all in one, it is E. and W. Three miles N. of *Dog island*, I observed at noon, and found the lat. $18^{\circ} 26' N.$; and the variation $2^{\circ} 30' E.$ At the same time *St. Martin's* shewed itself beyond *Anguilla* from E.S.E. to S. by W."

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THE LITTLE ISLAND AND BANK OF AVIS.

THIS solitary island lies west 42 leagues from *Prince Rupert's bay*, in *Dominica*, and S.S.W. $\frac{1}{4}$ S. 41 leagues from *Saba*; its latitude being $15^{\circ} 33' N.$ and its longitude from *London* about $63^{\circ} 35' W.$

This island is no more than 2 or 3 leagues in circumference; to the west and the N.W. there are two islands, at the distance of 6 or 700 paces, which appear only barren rocks, white all over with the dung of birds which resort there. These rocks may be a quarter of a league round, they are joined with the island by shoals and breakers which are seen at low water. This island is a great deal longer than it is broad, and appears at a distance like a sand bank even with the water's edge. The middle part rises more than 16 yards above the level of the sea. There are some reefs to the east and N.E. which extend a great way into the sea. You may anchor on the S.W. half a pistol shot from shore, in $3\frac{1}{2}$ fathoms, white sand. There is neither pond nor spring of fresh water on this island.

From the island of *Avis*, to the isle of *Saba*, there lies a *Sand bank*, to the N. by E. or N.N.E. whose length is about 41 leagues, and the breadth not more than 2, the depth varying upon it from 10 to 20 fathoms.

THE VIRGIN ISLANDS.

UNDER that name are included all the small islands and keys which lie between the *Carribee islands* and *Portorico*. They take up a space from east to west about 30 leagues long, quite to the eastern side of *Portorico*, with a breadth of about 20. They are composed of 35 or 40 small islands, whose rocky shore, surrounded with dangers, are famous for shipwrecks, and particularly of several galleons. Happily for the trade and navigation of those islands, nature has placed in the middle of them a large bason, 3 or 4 leagues broad, and 6 or 7 long, the finest that can be imagined, and wherein ships may lie at anchor landlocked, and sheltered from all winds. The Buccaneers called it the *Virgin's Gangway*; but its true name is *Sir Francis Drake's bay*.

Most of the larger islands are pretty high land, and seem as if they were all joined together, but there are several deep channels between them, through which those who are well acquainted may sail with safety; in all these channels there is great plenty of fish.

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THE ISLANDS OF SANTA CRUZ, ST. JOHN, ST. THOMAS, BIEQUE, &c.

SANTA CRUZ, or *Saint Croix*, is the southernmost of the *Virgin islands*; it lies W. by N. from *Sandy point*, in *St. Kitts*, distance 33 leagues. The island is not very high, but full of hummocks, two of which, on the east side, are higher than all the rest. It is of a triangular form, its length being about 8 leagues, and the greatest breadth 2 leagues. On the S.E. end is a flat, stretching a great way into the sea; the whole south side is bordered with reefs and shoals, which make it dangerous to come near. *Santa Cruz* is badly watered. The chief town, called *Christiansted*, is situated at the bottom of a bay on the north coast, under the cannon of a fortress which defends the principal harbour. The other town, named *Fridrichsted*, lies on the west side.

From the town of *Christiansted*, to the S.W. point of *St. John's island*, the course is N. by E. about 6 leagues. In the channel, about 6 miles S. by W. of this point, lies a remarkable round rock, called *Bird's key*, or *French key*, which is about a quarter as large as *Redondo*, near *Monserrat*.

St. John's is 2 leagues broad, and 4 in length; it is the best watered among the *Virgins*, and its harbour on the east side of the island, passes for the best to the leeward of *Antigua*.

The east point of this harbour is called *Moor's point*, and is of a moderate size; but the walls of the fortress, which are all white, may be seen 7 or 8 leagues off. You have regular soundings from a little without the *Moor's point* quite into the harbour, from 10 to 5 fathoms water. The mouth of the harbour is not quite half a mile broad, and off the lee or west side there is a key, with a reef from the inside of it, that runs to the southward. As the entrance of the harbour lies with the wind any thing to the northward of east, you may lie in it; but if the wind is any thing to the southward of E.S.E. you must anchor without the point, and warp in. The Governor's house, and part of the town, are not above half a mile within the point on the east side; but there is a large harbour with lagoons, &c. You anchor within a quarter of a mile of the weather shore, in 5 fathoms water, good ground, and run a stream anchor to the S.W. by reason of the land breeze, which is at most times between the S.S.E. south, and S.S.W. you moor N.E. and S.W. When you are here, the harbour is wide and large, but there is not above 5 fathoms within. The fortress is very strong; there is besides a small fort upon the reef that runs in

from the key before mentioned. The harbour is full of lagoons and rivulets, and runs a long way to the northward.

Observe, in coming in, to leave one third of the channel to windward from the *Moor's point*, and two thirds to leeward towards the key, and you will not have less than 5 fathoms water.

There is a small bank, which does not shew itself, and lies right off from the gate, a cable's length from shore, with only 10 feet water on it.

The watering place is at the south side of the town, just without the south gate, but the water is brackish.

If you are bound to *Portorico*, from the eastward, night coming on, and you off the E.N.E. part of *St. John's*, you will take notice of the easternmost high land; it is inland a little from the east end of the island, which is low. You may run to the westward till you bring that high land to bear S. by E. and then bring to till morning. But take great care that this high land does not deceive you, for it lies a long way in the country, and it is all low land by the water side. In the morning make sail; you may see the walls and works all white about *Moor's point*.

From the south point of *St. John's island*, called *Ram's head*, to the entrance of *St. Thomas' harbour*, the course is N.W. $\frac{1}{2}$ W. 6 $\frac{1}{2}$ leagues; and from the N. side of *Santa Cruz*, N.N.W. $\frac{1}{2}$ N. 10 leagues. The latitude of *St. Thomas' town* is 18° 21' 56" N.

The island of *St. Thomas* is about the length of *St. John's*, but narrower. Its soil is sandy and badly watered. The principal advantage of *St. Thomas' island* consists in a very good harbour, on the south side, where 50 ships may lie very secure.

In running down from *St. John's* to *St. Thomas' harbour*, you leave *French key* to the southward of you, and you continue your W.N.W. course till you come down to *Buck keys*; they are much lower and longer than *French key*, before mentioned, and there is a small opening of no consequence between them. You leave these keys to the southward of you* about one mile, and then steer N.W. when you bring them S.E. and continue that N.W. course about 2 or 3 miles, till you bring the harbour open; then haul in for the town N. by W. or N.N.W. giving the east shore all along a good birth, and run within half a mile of the fort, which is white and plainly seen at the east of the town. You anchor in 5 fathoms water, fine clear ground; it is a fine harbour, where you are landlocked from all winds, but from the S. by W. to S.E. by S. which part lies open to the sea; but the wind seldom blows in, unless it is in the hurricane months. There is a rock above water in the harbour's mouth, (called *Prince Rupert's cliff*,) which you leave to the eastward of you; you may make bold with the west side of it, but there is no passage within.

From *St. Thomas' harbour*, if bound to *Portorico*, being in the offing, steer W. by N. till you come down the length of the west end of the island, which is about 3 leagues from the harbour. You will see a small island called *Little passage*, about 4 or 5 miles to the westward of the west end of *Little St. Thomas*. *Little St. Thomas* is a small island that almost joins with the west end of the *Great island*; there is a small opening between them, but of no note. There is likewise a channel of small importance between *Little passage* and *Little St. Thomas*; but there are two other islands before you come down to the west end of that island. The easternmost, just to leeward of the harbour, is called *Water island*, and almost joins with the main land; about 2 or 3 miles to leeward of that, is a rocky island, about half a mile round, which lies a mile from the

* The channel between the main island and *Buck island* is but $1\frac{1}{2}$ mile broad, and at the entrance, in the fair way, lies a sunken rock, above half a mile north from the north end of *Buck island*, with only 5 feet water on it.

shore, and is called *Little Saba*; it is foul all round, and must have a good birth; all the shore along these islands must be left on your starboard hand. In running down till you pass *Little passage*, you have soundings all the way, but deep in some places.

W.S.W. $\frac{1}{2}$ S. from the mouth of *St. Thomas' harbour*, above 4 leagues, and S.W. by S. 7 miles from the west point of the island, lies a remarkable rock in the middle of the channel. It is round, rugged, and double pointed; as high as *Beachy head*, and may be seen 5 or 6 leagues off, being all white with the bird's dung; it appears at some distance like a sail, whence it has been called *St. Thomas' carvel*, or *St. Thomas' hoy*. This rock is bold too all round.

Two leagues and a half from the *Carvel* is *Great passage island*, bearing west from the west end of *St. Thomas* about 4 leagues. Several keys and rocks lie round this island, and chiefly to the westward of it; they are called the *Tropic keys*, from the great number of Tropic birds breeding there. *Great passage island* must have a large birth; the channel between the two *Passage islands* is near 3 leagues broad; keep highest the little one to the eastward, leaving all the others to the southward.

The island of *Portorico* is high land, and may be seen from off *St. Thomas*. *Little passage island* is 2 miles in length, and about as high as *Barbadoes*; *Great passage island* is about the same height, and three times as long as the former; there are two or three small islands a little to the northward of *Little passage island*.

The course through the *Passage islands* is N.W. or, if you have but little wind, keep N.N.W. for fear of a calm, and lee current, the west side being foul, and dangerous without wind. You must keep that N.W. course till you bring the E.N.E. point of *Portorico*, which is a low point, to bear W. by S. or W.S.W. and then you may steer west, which course will carry you to *St. Juan*, the chief town of *Portorico*. From the west end of *Little passage island* to *Spill-staff's keys*, which lie 2 leagues from the N.E. end of *Portorico*, the course is W.N.W. 9 leagues; and the shoalest water 5 fathoms.

S.W. of *St. Thomas' harbour*, 7 or 8 leagues, and 3 or 4 south of *Great passage island*, lies the island of *Bique*, called also *Crab island*, from the great quantity of crabs that are found there. It is about as high as *Marygalente*, with a rich soil, and full of trees almost all over. The west end, on the N.E. part, is low and smooth land, like sandy ground; but towards the S.W. there are hills, and from those hills to the west, low broken hummocks; then to the S.W. higher hills and hummocks. From the west end of *Little passage island* to the east end of *Crab island*, the course is S. $\frac{1}{2}$ W. 5 leagues; $5\frac{1}{2}$ fathoms one mile from the shore. In going to *Crab island*, be sure to run down the south side of it, for the north part is foul. You may sail within 2 or 3 miles of the shore all the way down, till you come to the west end, and then you will see a low sandy point; anchor on the south side of that point, you will not have above $3\frac{1}{2}$ or 4 fathoms, two miles off. You may run in, till you bring that low sandy point to bear N. by E. $\frac{1}{2}$ E. and the south point of the bay S.E. then you will be $1\frac{1}{2}$ mile from the shore, in 4 fathoms water. Here is plenty of fish to be caught with a seine, on the north side of the low sandy point, in the morning, and good wood of different kinds; water is to be had about half a mile to the southward of the low sandy point, a little way from the west side.

Crab island lies about 5 leagues from *Portorico*, being 5 or 6 leagues long, and 2 broad. It is uninhabited; the English, who have attempted twice to settle there, have been driven away by the Spaniards.

THE ISLANDS OF TORTOLA, VIRGIN GORDA, ANEGADA, &c.

TORTOLA, a few miles to the eastward of *St. Johns*, is the principal of the English *Virgin islands*; it is near 5 leagues long, and 2 broad, but badly watered; and has the name of being unhealthy; the cotton, which they cultivate there; is very much esteemed by the manufacturers.

The town is situated on the south side, at the bottom of a bay 2 miles deep, with a pretty good road at the entrance, with 12 fathoms water, good ground.

Virgin Gorda, (that is, the *Great Virgin*,) or *Peniston*, and by a corruption generally adopted *Spanish town*, lies 4 leagues to the east of *Tortola*; its form is very irregular; it is very high land, about 6 leagues long from east to west, still worse watered than *Tortola*, and having fewer inhabitants, who cultivate tobacco, indigo, cotton, and pease; their common food is fish and potatoes, they drink rain water, which they keep in wooden casks. It is asserted, that the mountain which rises in the middle of the island contains a silver mine. *Virgin Gorda* has two good harbours; the largest, called *East bay*, lies on the north side, and you may anchor very safe at the bottom of it, in 5 fathoms; the other is on the west side, where the town is situated in $18^{\circ} 18' N.$ lat.

The course from *Saba* to *Virgin Gorda* is N.W. by W. northerly, above 21 leagues. When *Virgin Gorda* bears from you N.W. by N. 7 leagues off, the *Virgins* appear like three islands, with a great many small ones about them; the middlemost is the longest, and when you come within 3 leagues, they seem as if they were joined together.

To the south of the west end of *Virgin Gorda*, lies the *Fallen city*, or *Old Jerusalem* a parcel of little broken islands, and rocks just above water, stretching about 3 leagues from north to south: at their south end is a remarkable rocky island, called *Round rock*; the next island is called *Ginger island*; between which and the *Round rock* is the eastern passage into the *Virgin's gangway*, called the *King's channel*; there is no ground in the passage with the hand lines.

To the west of *Ginger island* lie several small islands, called *Cooper's*, *Salt*, *Peter's*, *Normand's*, and *Witch islands*. They bound the *Virgin's gangway* on the south, as the islands of *St. John's*, *Tortola*, *Beef*, with *Dog islands*, and *Virgin Gorda*, terminate it towards the west and north. The depth in the *Virgin's gangway* is from 10 to 25 fathoms. It is about 8 leagues long, and from 2 to 4 broad. The north entrance lies between *Dog island*, to the east of *Tortola*, and the N.W. point of *Virgin Gorda*, being about half a league broad; the south entrance, whose breadth is above one league, is between *St. John's* and *Witch island*: there is another entrance to the north of *St. John's*, scarce a mile over, which is the western passage of the *King's channel* just now mentioned.

Three or four leagues to the north of *Virgin Gorda*, lies *Anegada*, or the *Drowned island*, about as big as the first. This island is very low, and almost covered by the sea at the highest tides. You may discern over it 2 high hills on *Virgin Gorda*, which appear like a great hummock. As *Anegada* projects out of the cluster of the *Virgin's*, the rocks and shoals with which it is surrounded, become so much more dangerous to ships in the offing. The *Bucca-*neers have given the name of *Treasure point* to a headland on the south side, that has been often dug to discover the gold and silver which they supposed the Spaniards had buried there after the shipwreck of one of their galleons. From the east side of *Anegada*, a very dangerous reef, with only 6 feet, and in some parts 2 feet water on it, extends in a curve towards the S.E. above 4 leagues. The course between the reef and *Virgin Gorda*, is N.W. and W. by

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N. or west ; but you must take care of a sunken rock, which lies almost in the middle of the entrance of the narrows, between that island and *Ancagua*.

THE ISLAND OF SOMBRERO.

BETWEEN the *Virgin islands*, and that of *Anguilla*, lies a small rocky island about 2 miles in length ; it consists of a very flat eminence, without any hill mock upon it, covered with birds, from the southward. You cannot descry this island further off than 5 or 6 leagues at most.

It has on the east side several rocks, and is surrounded with a large shoal, whose furthest extent is to the westward.

The latitude of *Sombrero* is $18^{\circ} 38' N.$ and its longitude is $63^{\circ} 29' W.$ from London. Two leagues off *Sombrero*, when it bears from E.N.E. to E. by S. is found from 35 to 22 fathoms, uneven ground and rocky bottom.

Sombrero lies about 10 leagues due east from *Ancagua*, and in going between the two, you have 5, 6, 7, 8, and 10 fathoms water. The course from *Saba* to *Sombrero* is N.W. by N. $\frac{1}{2}$ N. 20 leagues.

The passage to leeward or windward of *Sombrero*, is very clear and safe ; there is no swell ; the winds are generally favourable for going out ; and when once you are past *Sombrero*, all obstacles are at an end.

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Directions for sailing along the south side of Portorico.

IF you are bound down the south side of *Portorico*, observe you will see the S.E. point of that island, when lying at anchor at *Crab island* ; it bears from thence S.W. by W. $\frac{1}{2}$ W. or W.S.W. about 5 leagues, and is called *Cape Malopasso*. You may run down till you come abreast of that cape within 3 or 4 miles of it, and then steer west, and by the time you have run 3 or 4 leagues down past the cape, and that it bears N.E. you will see a large breach 2 or 3 miles long which lies along the shore, and about 3 or 4 miles off the same. Take care to keep a mile or two without the breach ; and in running down aback of the breach, you will descry a small building by the water side, which is a guard house. Be sure to run down as before mentioned till you bring that guard house to bear N. or a little to the eastward : then you may haul in north or N. by E. for the guard house, and anchor in 4 fathoms water, the guard house bearing north, or N. $\frac{1}{2}$ E. or N. by E. distance 1 mile ; and the west end of the breach S. by E. You may run a small anchor to the N.W. for the land breeze ; you have no shelter from the sea breeze but the breach. This place, which they call *Guyama* or *Yamma bay*, is much frequented by traders. In going in, although you give the west end of the breach a good birth, you must keep your lead going ; the soundings are irregular, from 5 to 7, or 8 fathoms water, and then it shoals gradually as you go in shore. The land is low by the water side, in the country it is high and uneven, and has nothing remarkable.

In going out of *Guyama bay* you run S.S.W. or S.W. The next trading place is called *Salinas*, and lies about 6 or 7 leagues to the westward of the former. After you are out of *Guyama bay*, about 2 or 3 leagues off, you may steer west as before, passing several keys to the northward of you, which lie pretty nigh the shore ; and when you have run about 6 leagues down, you will see one of those keys lying a little further off shore than the rest ; haul in for its west end and about a mile or a mile and a half off that west end, there is a breach, which is a key just under water, no part of it to

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be seen. Leave that breach to the westward of you, and stroke the weather-
most key on board, within a cable's length; it is bold too, but shoaler to lee-
ward, towards the breach. The guard house is about 3 or 4 miles from this
key, and may be seen before you come within; you may run in boldly 2
miles towards the guard house, and anchor within a mile of the same, in 4 or
5 fathoms water, good ground, and moor to the N.W. When at anchor, the
guard house bearing N. $\frac{1}{2}$ E. there is a good watering place close to the water
side, a kind of lagoon, which is about N. by W. from the ship, and half a mile
to the westward of the guard house; you will see the water white near a league
without the key, and have soundings from 12 to 7 fathoms, very gradual, but
no danger of any kind. There are several keys which lie within the before
mentioned key, but a little to the eastward of it. In running in, you will see
(3 or 4 leagues to the westward) two small keys at a little distance from each
other; one of them looking double, the other single; you may go to leeward
of them. *Salinas* is a good trading place, as well as a place of safety to lie
in; it is about 6 leagues to windward of the *Dead chest*, which at most times
may be seen very plain from *Salinas*, and is a good director for it.

In leaving *Salinas*, run out the same way you came in. After you get with-
out the key, steer S.S.W. till you bring the *Dead chest* to bear west, and then
run down boldly, giving it a mile birth; there is a small key on the S.W. part
of the *Dead chest*, about a cable's length off, but there is no going between
them, as the interval is almost dry; you must give the west point of that key
a mile and a half birth, then haul in, and you may anchor under the lee of
the *Dead Chest*, in what water you please, from 7 to 12 fathoms water; the
west point of the small key bearing S. by E. $\frac{1}{2}$ E. distance $1\frac{1}{2}$ mile, and the
north point of the *Dead Chest* N.E. $\frac{1}{2}$ E. distance from the shore 1 mile; then
you have 10 fathoms water. There is a small trading place called *Boca chica*,
to the northward of the north end of the *Dead chest*, with the guard house,
which you cannot see when you lie at anchor at the *Dead chest*; but you may
reach over from the *Dead chest* boldly, it is about 7 or eight miles; keep your
lead going; you will have from 7 to 4 fathoms, and it shoals gradually as you
come nigher the *Portorico* side. There is another small trading place, call-
ed *Yamma Grande*, 2 or 3 leagues to windward of this.

The *Dead chest*,* or *Deadman's chest*, lies 16 or 17 leagues from *Cape Malo-*
passo, the east end of the island, and about the same distance from *Cape Roxo*
(or *Red cape*), which is the S.W. end. In running down, as before mentioned,
do not come within $2\frac{1}{2}$ leagues of the shore. After you get a little without
the *Dead chest*, a west course will keep you clear of all; keep that course till
you bring *Cape Roxo* (which is low and appears grey, and like two keys) to
bear N.E. then steer N.W. till you bring the island *Zacheo* N. by W. from
you. You may then steer N.W. by W. for the island, till you come within
3, 4, or 5 leagues of it, when you may haul up a little and go between *Zacheo*
N. by W. and *St. German's point*, the W.N.W. end of *Portorico*. It is a very
good channel, about 4 leagues broad; with the before mentioned courses
you will be about $2\frac{1}{2}$ leagues from the west end of *Portorico*, and will not
have less than 12 fathoms water. The island *Zacheo* is about twice as large
as *Redondo*, and may be seen 12 leagues off.

Observe that in sailing along the south side of *Portorico*, you are exposed
to sudden calms, the island intercepting all the breezes between the north
and the east.

* The *Dead Chest*, is a small island, distance from *Portorico* about 2 leagues, near the middle
of its south side. It is $1\frac{1}{2}$ leagues in length, and 1000 or 1200 paces in breadth. It is said that
when you see it from a certain point, it appears like a corpse lying on a table. The shores of
this island towards *Portorico* are flat and sandy; on the south side they are high and rocky.
There is no fresh water, nor trees of any kind, but for fuel.

On the west side of *Portorico*, is the *Aguada Nueva*, one of the finest roads for shipping in all the *West-Indies*, being sheltered from the trade winds by the island. Here the galleons and flota generally anchored when they came from *Spain*; and the *Barlovento* fleet, after they had been at *Cumanagoto*, came here for fresh water and provision, before they returned to *Vera Cruz*. You may anchor in this road in 23, 18, 14, and down to 8 fathoms, good ground. When in 23 fathoms, soft oozy ground, the northernmost point bears from you N.N.W. 3 miles, and the other S. by E. about 2 leagues, and a small village amongst the trees, is distant about one mile. In coming into this road from the northward, you may sail within a mile of the shore to the southward of the north point, there being 10, 12, and 15 fathoms water; and after you are about that point, you will have 25 and 30, soft oozy ground: some part along the road is flat and rocky, but you may sail all round it within half a mile of the shore.

Extract of the Journal of an experienced Navigator, along the south side of Portorico, and in the Channel between Portorico and St. Domingo, &c.

"MAY 19th.—At 5 o'clock, P.M. we thought we descried to N.W. and N.W. by N. the little island of *Boriquem*, (*Crab island*) situated near the S.E. end of *Portorico*. At 11, we saw the land on the larboard hand; I supposed it to be the east point of *Portorico*, which bore from us N.W. and N.W. by N. distance about 3 leagues; I steered west to run along its south side.

"MAY 20th.—At half past 5, A.M. we saw *Portorico*, and the *Dead chest*, which is a small island detached from the main one, and having the form of a coffin. It lies very near the middle of the south coast, and I have been assured, that there is a passage for the largest ships between it and the main land.

"I ran along the land, with an offing of 3 or 4 leagues, to fetch *Cape Roxo*, the westernmost of the south coast of *Portorico*, and which forms, with the S.E. point of *St. Domingo* and *Saona island*, a channel from 15 to 20 leagues broad.

"About 10, A.M. we saw the water discoloured: we were upon a shoal, called the *White grounds*, which encompass *Cape Roxo*, and extend 3 or 4 leagues to the S.W. and 2 or 3 leagues to the eastward and westward of this cape. You have there 10, 12, and 15 fathoms. The sand at the bottom is of such a shining white, that it pierces thro' the water. We caught plenty of fish with the line.

"At 11, we distinguished a cape which lies a little to the eastward of *Cape Roxo*; it is terminated to the south by four little islands, which seem to be 1 league distant from it. To the east of this cape is a small bay, called in *Van Keulen's* chart by the name of *Porto Guanica*. The *West-India* sloops can moor there; we saw two of them at anchor. This cape is low, and appeared at first as a detached land, but we soon discovered the low land by which it is connected with the main island. *Cape Roxo*, which you soon descried to the westward of this, and which is the westernmost point of the island, is still lower than the former. Between the two you distinguish a flat and very white sandy shore: it consists of the same sand that composes the *White grounds*, through which you may sail; but you must not come nearer the coast than 2 leagues.

"In the western part of the channel, between *Portorico* and *St. Domingo*, and near mid-channel, are two small islands; the easternmost, which is likewise the southernmost, is called *Mona*; the second to the N.W. of the former, distance about 2½ leagues, is called *Menica*. You must pass, if possible, to the windward, that is to the east of those two islands, in order to double with more facility, *Cape Enganno*, that forms the going out of the channel, to the west, on the side of *St. Domingo*. When you have doubled *Cape Roxo*, you descried to the northward *Zachco*, a little island lying 8 or 9 leagues to the N.E. by N. of *Mona*. You leave *Zachco* to windward, to pass between it and

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THE north coast of *Portorico*, which extends, like the south coast, east and west, is very little known. It is rugged and uneven, having many rocks and small islands, where the sea beats sometimes with violence. On that coast, about 12 leagues from the N.E. point, is the town of *St. Juan* the capital of the island. It is the see of a bishop, large, and well built, and defended by several strong forts. They have no water, except rain, which they preserve in cisterns. This place is better inhabited than most Spanish cities in the *West-Indies*, being the centre of the contraband trade carried on by the English and French with the subjects of *Spain*, notwithstanding the severity of the laws, and the extraordinary precautions taken to prevent it. The harbour of *St. Juan* is very capacious, and the largest ships may lie there with the utmost safety, in 5, 6, and 7 fathoms water. The entrance is along the eastern island (called *Rigo* or *Rigón*), near which you must sail by reason of a shoal that stretches on the opposite side. On the point of the said island stands the *Morro castle*; and on the west side, upon a rock off the *Sandy point*, stands a little square fort called *el Camuelo*; you must run to the eastward of the city, to lie out of the wash of the sea, for the trade wind blows right in. Off the N.E. point of the island lie several islands, the largest whereof is called *Cagada*. The next to the westward, is *Canoba*, the river within retaining the same name. To the westward of this lies *Point Loquilla*, which receives its name from the mountain *Loquilla*; then river *Loquilla*, right before which lie two rocks above water. Then follows a creek called *Bequiro*, and the island *Rigo*, which lies before the harbour of *Portorico*—Westward of the harbour called *la Culeça*, and just in its entrance, is a river and island called *Passays*, which reaches with a flat from the west point.

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THIS passage is the nearest, shortest, and least dangerous of any for ships going from *Hispaniola*: but in general the winds will not allow to make it, even from *Cape François*, or *Port Dauphin*, although they are the nearest

ports; the winds being commonly easterly, it is difficult to fetch *Sand key* the southernmost of the *Turks islands*, and which you must make, that you may be sure of the *Passage*; for, without seeing it, you run a great risk of getting upon the reefs and shoals of the *Caycos bank*, which are not thoroughly known.

When you take your departure from *Cape Francois*, if the wind will permit you, make a N.E. course about 30 leagues; you will then be in lat. $21^{\circ} 02'$, and in sight of the *Turks islands*.

The *Endymion rock* lies S.W. by S. from the body of *Sand key*, distance 8 or 9 miles. The danger of this shoal is but of small extent. It consists of 7 or 8 heads of rocks, one of which has only $8\frac{1}{2}$ feet water on it; this is the rock where the English ship *Endymion* was wrecked on the 28th of August, 1790, and till then undiscovered. Some of the other rocks have 2, 3, and 4 fathoms on them, and between them 7, 8, and 9 fathoms water. The exact soundings, between the key and the shoal, could not be ascertained by reason of the blowing weather and for want of time. There are four rocks which lay off to the eastward of the south end of *Sand key*, two of them shew themselves above the water, and the two others are even with it. The reef from the north end of the key stretches to the northward $1\frac{1}{2}$ or 2 miles, and has some rocks out of the water. The channel between the shoal and the key appears to be clear and spacious.

Sand key makes the entrance of this passage from the south, and it is very necessary to make it, and to get within a league or two of it; you may pass by it at that distance, and you will then make the second of those islands, called *Little salt key* (*Little Turk*) a N.N.E. course will carry you along it, at the same distance you passed the other; it is about $4\frac{1}{2}$ miles long. Continuing the same course, you will see *Great salt key* (*Grand Turk*) which is scarce 3 leagues from the little one. This is the last island in the passage, and you may keep about the same distance from this as you did from the others. When you have brought its northernmost point to bear S. E. 2 leagues, you are clear of every thing, even of the bank of rocks which lie off the N.E. point of the *Great Cayco*, as also of the rocks which are off the north point of the *Great salt key*.

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Directions for New-Providence and the Bahama Banks.

NEW-PROVIDENCE, whose town, called *Nassau town*, is in $25^{\circ} 4'$ lat. is the chief of all the *Bahama islands*, and lies E. and W. about 10 leagues, and 4 broad. The harbour is on the north side (where there are several keys) between the island and *Hog island*.

From *Providence* to *Frozen key*, the south-eastermost of the *Berry islands*, the course is about N.W. distance 10 or 11 leagues.

From this key to *N.W. passage*, or the entrance upon the bank, between the *Blackwood bush* and *Jowlters keys*, at the north end of *Andros island*, is about 8 or 9 leagues: as the bank is bound with a reef here, you must pick your way through that; and you may do it easily, as there are several swashes, which, though they are narrow, have no less than 11 or 12 feet through. The water being very clear in this part of the world, this picking one's way through a shoal is attended with little or no difficulty.

When you first come upon the bank, you will see some scattered heads of rocks and sponges; but there being no danger except what is very visible, it is sufficient to tell you that by running W.S.W. about 12 or 13 leagues, you will come out a league and a half to the southward of the *Riding rocks*, on the W.

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part of the bank, from whence, by the inspection of the chart, you may easily find your way either to *Cuba* or the *Florida* shore.

N. B. In coming from the *Florida* shore this way, by the *Riding rocks*, you ought to endeavour to the making of the south-easternmost *Berry island* early in the morning, which precaution will give you a great benefit with regard to safety in your run to *Providence*. You need not be told how great the danger is in coming among shoals and broken land during night.

There are several small harbours on the east part of the *Berry islands*, where water, and other refreshments may be had; but as they are seldom frequented but by the people of *Providence*, it may be superfluous to say any thing about them, the chart shewing their situation.

Something might be said with regard to the passage by *Bemini*, but it being the shoalest, and the bars to the eastward of *Bemini* making it very dangerous, no stranger out to go there without a pilot.

From *Providence* to the *Hole in the wall* (sometimes called the *Hole in the rock*), at the south end of *Abaco*, the course is N. about 20 leagues.

In the passage from the *Hole in the wall*, towards the *Gulf of Florida*, it is necessary to give the west end of the *Grand Bahama* a good birth, not only on account of its shoals, but for fear, if the wind should hang south-westward, you should be embayed.

The *North*, or *Little Bahama bank*, is little frequented but by whalers and turtles; and, on account of its iron bound reefs, is not to be approached, chiefly on the N.W. end, called *Maranilla reef*: the tide of flood sets an indraught on this end of the bank, from every point of the compass, which renders it dangerous to the last degree.

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Directions for sailing by Crooked Island to Exuma and Providence.

YOU must steer from the north end of *Crooked island* towards *Rum key*, which is foul and rocky all round, your course thither being N.N.W. about 14 leagues; from thence you go towards *Long island*, which lies west, a little southerly, 9 leagues; a W.N.W. course carries you clear of it. *Long island* is about 18 leagues in length, lying N.W. by N. and S.E. by S. its N.W. end in lat. $23^{\circ} 30'$. About 6 leagues from the N.W. end of *Long island* to the keys before the *Salt pond* at *Exuma*, the course is W. $\frac{1}{2}$ S. distance 8 leagues. *Exuma* is a great salt island, from which lie an innumerable number of islands and keys, extending for 35 leagues to the N.W. and N.W. by N. If you are bound from *Exuma* to *Providence*, you must make your way for the *Ships channel passage*, which is between *Little island* and *Eleuthera*. Your course from *Exuma* thither is N.N.W. distance about 22 leagues; and so you may proceed to the north-westward along the island *Eleuthera*; but the nearest cut is over the *Great Bahama bank* from *Exuma*. To go this way, your course is W.N.W. or rather N.W. by W. about 35 leagues, which will bring you to the edge of the bank. From hence you may pass over the bank in 2 or $2\frac{1}{2}$, and in some holes 3 fathoms water, the distance over the bank being about 10 leagues. You must keep a good look out for fear of sunken rocks, which in some places lie very thick; they are easily seen before you come at them, the water being very clear; and in anchoring there in the night, choose a good sandy birth.

Directions for vessels bound from the southward to Exuma Salt Pond, situated in the eastward of the Port and Harbour of Exuma, from which it is distant between 3 and 4 leagues.

FROM the Bird rock (the northern extremity of Crooked island) to the north end of Long island, the course is N.W. distance 26 leagues. Give this a good birth, say one or two miles, on account of two reefs (easily distinguished) which extend from the two points of the north end. From hence haul up S.W. by S. This course will bring you on soundings, when you will see Hog key and Little Exuma, on both of which are settlements. There are several rocks or small keys ranging with the coast, these may be kept close aboard. When you see the houses distinctly, hoist your colours, and a boat will be sent out to bring the vessel to the anchorage at the Pond. The Pond is to the east of the Pigeon key, and Pigeon key bears from the north end of Long island due S.W. by W. distant 9 leagues. Stocking island, which forms the harbour of Exuma, is distinguishable by a beacon on the highest eminence, and this is about 5 or 6 miles to the westward of the eastern entrance of the harbour. The east side of Long island is a bold shore, and wholly free from reefs and sunken rocks. If you go round the north end of Long island towards evening, it may frequently be advisable to come to an anchor, to avoid the effect of currents during the night, which may easily be done on very good ground, after doubling round the north end, any where under the lee of the land for several miles along shore. In this case the eye must direct you, the water being perfectly clear, and the bottom visible.

The following Courses and Distances are subjoined, as they at times may be serviceable, and the charts are not to be depended on.

From Bird rock to south end of Long island, W. 11 leagues.
 From Rum key to north end of Long island, W. 7 or 8 leagues.
 From Little island to north end of Long island, S.W. 4 leagues.
 From Bird rock to Rum key, N.N.W. 16 leagues.
 From Rum key to Watling's island, N.E. 6 or 7 leagues.

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Directions for vessels bound from the eastward, over the Great Bahama Bank, into the Gulf of Mexico.

FIRST take care to make the Hole in the wall, at the south end of Abaco, and from thence steer W. by S. 13 or 14 leagues, which course and distance will carry you to Stirrup's key, the northernmost of the Berry islands: then run S.W. till you can but just see it off the deck of a vessel of about 100 tons burthen, you will then be in 8 or 9 fathoms water, and about 7 leagues from it. Next haul up S.W. by S. and keep so nearer to the southernmost of the Berry islands than 3 fathoms, which will be when you have run on that course 12 or 13 leagues, you will then begin to come on the middle of the bank, where you may depend on finding no where less than 15 feet.

But on coming on to the bank, and in going off from it, you will find a strong tide, which sets right on, or right off; it is easily observed to go along by the ground, the water being clear and transparent; on the middle of the bank you will find little or no tide. If the wind hangs on too far to the southward, it will follow that you shall be forced to the westward; in that case, make no delay in coming to an anchor, lest you fall in with the bars that lie to the south and westward of the Bemini islands, and extend near 3 leagues.

Get under weigh as soon as you can steer south. You must see no land after you leave the *Berry islands*, till you make the *Rogues*, or *Orange keys*. These keys are four in number, besides two small rocks, without bush or shrub on them. From the *Rogues* to the westernmost of the *Double-headed Shotkeys*, the course is S.S.W. distance about 15 leagues, yet the current will sometimes force you on them in steering S.W.

Should you sail for those keys in the night, by all means keep clear of them; they are a number of bare rocks, perhaps an hundred, or an hundred and twenty, about the size of a vessel, and some less; but, in general, there is water plenty between them, and about them. S. by E. about 6 or 7 leagues from the *Double headed shot keys*, is *Key Sal*, so called, because the Spaniards make salt there, and about which are several sunken rocks. The best way is to go S.W. from the *Rogues*, and not to run the 22 leagues between the *Rogues* and *Key Sal*, before morning: if in the morning, you find yourself in ocean water, run S.W. by S. for *Matanzas*; if not, keep down west, till you be in ocean water; then haul up for the coast of *Cuba*, and run down it till you are abreast of *Bahia-honda*: from whence you must steer over N.W. or thereabouts, which will carry you clear of every thing, into the *Gulf of Mexico*.

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Directions for sailing to the Moskito shore, Rattan, and Bay of Honduras, &c.

YOUR course from the west end of *Jamaica*, or *Negril*, by south, to *Santantilla*, or *Swan's islands*, is W. by S. a little southerly; distance 50 leagues; then if you don't make those islands, you may safely haul up S.W. by S. and not more southerly, especially from the first of November to the first of April; these months are subject to frequent north winds, that blow excessively hard, and make a prodigious sea, which with the currents, then rapid and uncertain, might make you fall in with *Currantusea shoals*, called also *Hobby's keys*, both very dangerous in the night, or thick weather, which you are almost sure of meeting with in north times.

Those dangers lie about 25 leagues to the E. by S. of *Cape Camaron*, and the same distance S.S.E. from *Swan's islands*, whose latitude is $17^{\circ}25'$ a S.W. by S. course, will much about run you in with *Cape Camaron*, between which and the above shoals, the shore is bold to, and all low land, till you come to *Black river*, over aback of which, begins the high land, which continues to the westward; when you have made this high land, you may haul up more southerly for *Black river*. Your mark for anchoring is to bring the *Sugar-loaf hill*, (so named from its shape) to bear south, and to stand in 12 fathoms, then anchor; you are not to stand nearer than 12 fathoms, on account of the many anchors left there by trading vessels in the north times. This is a wild open roadsted, and the bar is too dangerous for strangers to attempt it with their own boats, almost all the year round.

Your course from hence to *Guanaja*, or *Bonuca* island, as we call it, is W.N.W. about 20 leagues distance; but with a tolerable breeze of wind you will soon rise it, as the island is very high, and may be seen from *Black river* bank in a clear day.

But if you should not have occasion to call on the *Moskito shore*, from *Swan's island* to *Bonuca* is S.W. by W. $\frac{3}{4}$ W. 35 leagues. To sail into the harbour of this island, coming from the eastward, run down the south side thereof; a range of rocks, or rather small keys, trenches down on that side, and one of these in particular will shew itself in a semi-circular form, from

which it has been called *Half-moon key*; when you see this range, you run close with the latter key; giving the others a good birth as you pass by them, and continue so till you bring a small *Sandy key* abreast of you, then haul up close round this key, until you are shot in within it a large cable's length, and the eastward with all. In letting go your anchor, you are to observe, as you shoot in, that a key will appear to leeward, or to the westward of you; it is called *S. W. key*; be sure to leave this two-thirds of the distance over from *Sandy key*, or rather more, on your larboard hand; for between these two keys, and above mid channel over to the eastward, lies a very dangerous shoal; on this shoal there is hardly 8 feet water in some places. You will likewise descry three keys more on the larboard side in going in.

To the S.W. of this island lies the island *Rattan*, in lat. $16^{\circ} 25' N.$ —W.S.W. $1^{\circ} S.$ 148 leagues from the west end of *Jamaica*, and N.N.W. 11 leagues from *Truxillo bay* on the continent. Towards the sea, on both sides, it is mountainous and woody; on the south side are harbours from one end to the other, and in the dry season, some of them without fresh water. The most remarkable is *New Port Royal*; it is a very fine harbour, the sea breeze meeting no obstruction, blows quite through, and renders the place extremely healthy; the air is there cooler and more temperate than in most parts of the *West-Indies*.

In sailing from *Rattan* for the *Bay of Honduras*, you are to time your departure in the close of the evening, and not before; then you will steer N.W. or N.W. a little northerly, which will run you in with the *Southern four keys*, distance about 20 or 22 leagues; therefore you must be particularly attentive to sail your vessel with such canvass, as to the weather you may have, or the way she may make through the water, taking also great care to keep a very good look out; never attempt to run above 16 leagues by the log, as the currents are very swift and uncertain, which has proved fatal to many ships.

As soon as day-light appears, then make what sail you can, still steering the same course, and you will soon rise the *Southern four keys*; run well in for them on your starboard hand, and steer west about 6 leagues for *Key Bokel*, to which you will give a good birth on your starboard side likewise; you may know this key by its being round, low and small, with bushes on it, and particularly by a large range of keys to appearance, although they are but one key; it is called *Turneff*, and extends a good way to the northward of *Key Bokel*.

If it is late, and you have not day-light enough to run for *English key channel*, or *Cosen*, or *Cosina*, (called *St. George's key*,) which last is safest, especially for vessels of large draught of water, that is from 12 to 16 feet, as it is a straight clear channel, while the other is very narrow and crooked; you may haul up round *Key Bokel* inside, and stand into 5 fathoms water, and anchor; abreast or in shore of you will appear small inlets, or lagoons; but if not too late in the day, you may with a good breeze get clear in, especially at *Key Cosina*.

From *Key Bokel*, after giving the southernmost part of *Turneff*, which is then near you, a good birth, your course is N.W. by N. which will soon lead you in sight of the shipping lying at *Key Cosina*, as well as of the key itself. At the same time you will make to appearance, a-head of you, a large high bluff which lies more inland, and to the west of *Key Cosina*; it is known by the name of *Royden's bluff*: keep this bluff open a cable's length of *Key Cosina*, and run in with that mark till abreast of the south end of the reef, which is just without the shipping; when abreast thereof you must haul under the reef, and not far from it, and you may bring up in 17 and 18 feet water, but

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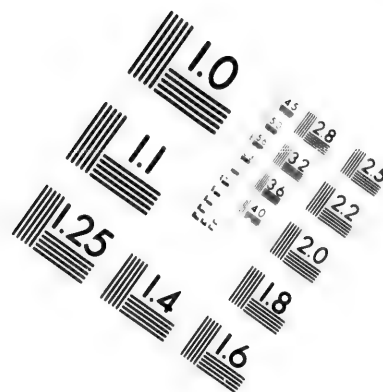
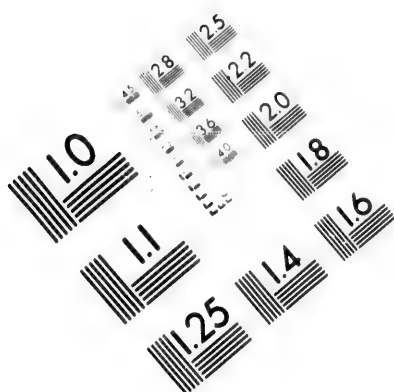
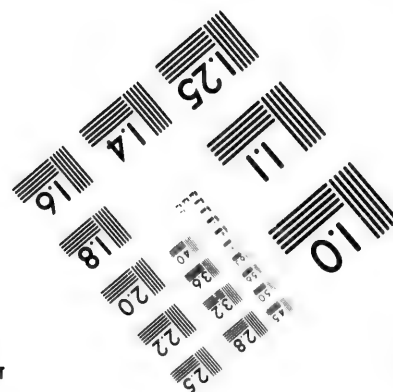
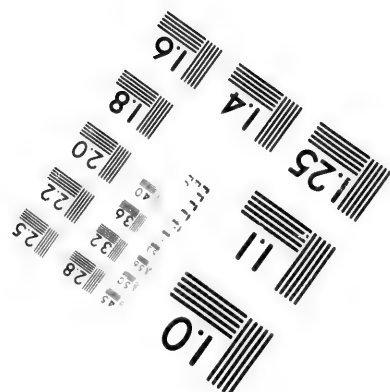
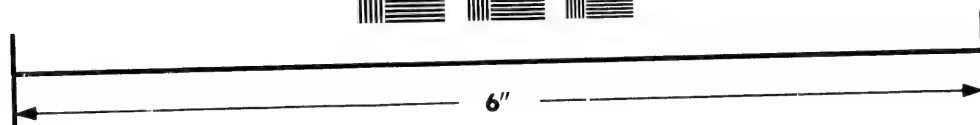
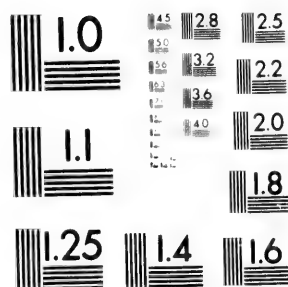


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a better place is a little farther up to the northward, inside the reef, called the *Bluchole*, where you have clay ground, and from 18 to 20 feet water.

Key Cosina lies in the latitude of 17° 34' N.

Southern four keys do. 17 12

Key Bokel do. 17 13

N. B. From the westernmost of the *Southern four keys*, trenches a reef, which breaks 3½ or 4 miles, due S. S. E. and of which care must be taken.

A dry sand bank, about a mile long, lies from *Cape Camaron* N. N. E. ½ E. distance 59 leagues, and from *Swan's islands* N. by E. ¾ E. 25 leagues.

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Description of the Coast between Black River, on the Mosquito Shore, and San Fernando de Omoa; with directions for sailing, anchoring, &c.

BLACK RIVER lies in lat. 15° 56' N. and *Cape Camaron*, called also *Cape river*, in lat. 16° N. the course between the two is W. by N. 3 leagues. *Praunow creek* lies 2 miles to the westward of *Cape river*: the opening of the latter river shews itself very plain; on the east side appears a high sand hill, and on the west side there is a sandy spit stretching a mile into the sea, and which you must be careful to avoid.

Two miles W. ½ S. from *Praunow creek* lies *Zachary Lion's creek*, whose high land, right over it, has the form of a sugar loaf, not unlike to that over *Black river*, but distinguished by a saddle mountain a little to the westward. The *Little rocks* are one league distant W. by S. from *Zachary Lion's creek*; the land over them is double, not very high, and the southernmost appearing above the other.

Four leagues W. S. W. ½ S. from these, are the *Great rocks*, which shew themselves like a round bluff; close to the sea-side, about a mile from shore, is very foul ground, mixed with sand and stones, which you may avoid. The bluff point of the *Great rocks* to the eastward, and *Old Roman point*, make *Limehouse bight*. Between the *Little* and *Great rocks*, there are two rivers, the highest to the *Great rocks* being called *Great Piaw*, and the other *Little Piaw river*.

Limehouse river is 3 miles distant S. W. by W. from the *Great rocks*; it is known by a saddle mountain, with a sugar loaf on one side, and by another sugar loaf on the other side, whose top appears to be broken off.

New Roman river lies 2½ leagues farther W. N. W. near its mouth, which is very wide, and always open, are two or three black sand hills: *Old, or Great Roman river*, whose opening is also very wide, is 4 miles W. N. W. from this. Between the two rivers you meet with a bank of stones and sand, 2 miles from the shore, and about 3 miles long; it lies nearly east and west; to get clear of this bank, you steer from *New Roman* out of the *Bight* W. N. W. and pass to the northward, until you come to *Three leagues point*, then you steer right for *Cape Honduras*. The point is easily known by a round sand hill, covered with many palmetto trees, of an inferior size.

Cape Honduras, or *Point Castilla*, lies about 6 leagues W. by N. from *Old Roman river*; and 10 leagues to the west of this cape, you meet with the *Hogs islands*, which are two high islands, southward of *Rattan*, with eighteen small sandy keys, which extend from the S. E. of the easternmost island, to the westernmost one, on the southward side of both; to the N. W. of the westernmost isle there are 3 or 4 of these sandy keys, which afford no passage, but you may pass between the others. A rocky reef stretches along to the southward of these two islands, 2 miles distant from the shore, and running from E. S. E. to N. W. You must not come nearer on any side of the westernmost island than

one league; but you may approach the easternmost as near as a mile, and at its west end you come to anchor in small vessels with a sea breeze, but it is very bad with a north. On the north side of this island is the best channel to anchor at the west end; you may sail on boldly, and keeping a good look out for a few rocks, under water, which are close to the shore, you come in a bay to an anchor, in 6 or 7 fathoms water, good sandy ground. There is a channel on the south side, but you are obliged to go between the reef and the keys, and must be well acquainted with it, before you attempt to pass through it.

About 5 or 6 leagues to the south-westward of *Cape Honduras* lies the town of *Truxillo*, on the south side of the bay of that name; and 5 or 6 miles to the north of this town, you meet with the little sandy island called *Luke's key*. The *Barcadere* of *Truxillo* is about 3 miles to the west, with a small island before it, called *Isla Blanca*, or *White island*, near which you have 4 fathoms water. West of the *Barcadere* lies *Horse point*, with a rocky reef running east and west, 4 miles off the shore.

Having sailed seven leagues S. by W. from the *Horse point*, you come to a low sandy point, running a good way into the sea, which the bay men have named *Pull and be damn'd point*. Between the two points is a deep bay wherein you may anchor in 5, 4, and 3 fathoms water. It is called *Cutchahutana bight*, and is renowned for its turtles and manatees, or sea cows.

From this bight the coast runs in a westerly and W. by N. direction for 20 leagues, as far as the *Bishop and his clerks*, and in that interval has many rivers, the principal of which are *Congrehoy*, a river remarkable for its high peak, and river *Leon*, one league to the eastward of the *Bishop and his clerks*, which is a noted place of trade with the Spaniards. All along this coast you may anchor with the sea breeze, but it is very bad in a north, except at *Porto Nuevo*, to the N.N.E. of *Truxillo*, within *Cape Honduras*, where ships are well sheltered against that wind.

The *Bishop and his clerks*, under which is good anchoring, are three or four rocks above water, one mile from the shore, and about 6 leagues distant S.W. from the south end of *Utila island*, which lies at pretty near the same distance S.W. by W. from the S.W. end of *Rattan*. In the middle of the channel, between these rocks and *Utila*, are the *Salmedina reefs*, which render that passage hazardous.

Six leagues N.W. by W. from the *Bishop and his clerks*, lies the point called *Triumph de la Cruz* by the Spaniards, and *Point Sal* by the bay men; it is known by three or four rocks, pretty high above water, and larger than the *Bishop and his clerks*; they lie about half a mile off the shore, and there is a little channel practicable for small craft; the point off the main shore appears with little hills, as broken land, high and low.

The anchorage is under this point to the westward, and right before the opening of *Puerto Sal*, a little harbour for small vessels; in 18, 17, 16 and 15 fathoms water, there is rocky ground, but from 13 to 12, and less, you may come with safety to an anchor, in fine muddy ground.

The *Low point* of *Puerto Cavallo* lies about 10 leagues W. by S. of *Point Sal*; there is no high land between the two points, and you meet with two large rivers, viz. *Rio de Uluca*, commonly called *Rio Lua*, and *Chamalucon*, at both of which you may anchor, in very good muddy ground, with a sea breeze. To the westward of the *Low point*, the anchorage lies in 7, 6, 5 fathoms water, save out without the point you have muddy ground.

From *Puerto Cavallo* to *Puerto Omoa*, which is about 8 or 9 miles farther to the S.W. by W. it is all very high land; five or six broken hills, appearing red, lie close to the sea between the two places; and off these red hills, a stone bank stretches to the northward into the sea, about $1\frac{1}{2}$ mile. You must go no nearer in shore than 8 fathoms water.

Directions for sailing into and out of Truxillo Bay.

IN sailing from *Camaron* to *Cape Honduras*, the course is about W. $\frac{1}{2}$ N. 20 leagues, latitude $16^{\circ} 1' N.$ and long. from London, $86^{\circ} 9' W.$ and to the *Island Bonaca*, W.N.W. 2 leagues, lat. $16^{\circ} 29' N.$ long. $85^{\circ} 55' W.$ This island bears about N.N.E. 8 or 9 leagues from the cape. The next island is *Rattan*, which bears from the cape about N.W. 12 leagues, latitude $16^{\circ} 25' N.$ long. $86^{\circ} 30' W.$ There is *Port Royal harbour* on the eastern part of the island, and another harbour on the southernmost part, called *Calke's hole*. The next island to *Rattan* is *Utila*, which is about 3 leagues in length, and has a harbour on its south side.

Coming from the eastward to *Truxillo bay*, be sure to make the land to the eastward of the cape; it is low by the water side, but up in the country it rises high; when you have run down your distance, and got the cape to bear S.W. and *Bonaca* north, or N. by W. steer more southerly for *Point de Castilla*, or the pitch of the cape; your soundings along shore, at one mile distance, will be 20 fathoms, muddy ground. Run S.W. and S.S.W. till you bring *Point de Castilla* to bear N.N.E. or N. by E. from you; give the point a good birth, then haul up E. and E.S.E. you will have about 9, 10, or 11 fathoms off the point; run up to the head of the bay close to *Old Truxillo town*, and come to an anchor in what depth of water you please, soft muddy ground; you will have coming in, 18, 17, 16, 15, 12, and so on, fathoms of water. This bay is about 4 leagues wide, and 5 deep; there is only one shoal in it, called *Luke's key*, which lies on the south shore, clear from you; and the rest of the bay is very clear, except close to the shore.

There are no tides here. The latitude has been observed $15^{\circ} 54' N.$ and the longitude $85^{\circ} 35' W.$ from London. The variation $8^{\circ} 40' E.$ The easterly wind blows here most of the year; but the bay is open to N.W. and westerly winds.

Coming to an anchor, you are to bring *Point de Castilla* to bear N.N.W. to N.W. about one mile off shore.

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General and particular directions for Port Omoa.

IF from *Black river*, on the *Moskito shore*, you are bound to *Port Omoa*, or *San Fernando de Omoa*, as it is called by the Spaniards, you must sail to the southward of the isles *Bonaca* and *Rattan*, passing between *Rattan* and the *Hog's islands*; and without a thorough knowledge of these parts, you are not to pass southward of the *Hog's islands*, on account of the *Salmedina reefs*.

You steer from *Black river* for *Bonaca* W.N.W. till you come to this island, which is 23 leagues distant from it. Then you steer W.S.W. in order to pass between *Rattan* and the *Hog's islands*, which course is continued till you get the island *Utila* in sight; then you are to steer W. or W. by N. as you choose.

To pass to the southward of *Utila*, you must take great care not to come nearer than 2 leagues to this island, on the N.W. or S. sides, unless you are very well acquainted with it. When you have made the west point of *Utila*, then you sail for *Point Sal*, which lies 10 or 12 leagues W.S.W. but you must steer W.S.W. $\frac{1}{4}$ S. to prevent being driven away by the N.W. current, which would carry you on *Glover's reef*; with a W.S.W. $\frac{1}{4}$ S. course you make the land to the southward of *Point Sal*, and then come to the N.W. of the said point.

You then sail along as far as the low point of *Puerto Cavallo*, which lies 8 or 9 miles N.E. by E. from *Puerto*, or *Port Omoa*.

The windward, or larboard side of *Omoa* is a low sandy point, running off towards the sea, full of high mangrove trees; and having a look-out house, which is very discernable. This makes the *Bay of Omoa* very safe in a north, and equally secure in all winds. You may come as nigh the windward point as you please; quite close to it there are 6 fathoms, and about a cable's length from it, 17, 16, 15, 14, 12, 9, 8, 7, 6, 5, $4\frac{1}{2}$, and 3 fathoms water; this depth runs from the point as far as the river; you will have from 17 to 12 fathoms, when you come to sail in, and you loof as near as you can to the point. If you cannot lie in the bay, it is best to come to an anchor in 12 fathoms, and warp up in the bay, and moor the ship. You must not come too near on the side of the river, nor where the houses of the town stand, but you may go as nigh as you please to windward. You will have 12 fathoms water near the wharf at the fort.

The river lies to the westward of the town, and has the following depths: from 12 to 9, 8, 7, 6, 5, $4\frac{1}{2}$, 3, and $2\frac{1}{2}$ fathoms water; about a cable's length from off its mouth, you will have 7 fathoms, and so on to $2\frac{1}{2}$. When you are at anchor at *Omoa*, if the weather be clear, you may see *Cape Tres Puntas* about W. by N. or W.N.W. The land to the westward of *Omoa* is very high, and remarkable by 3 or 4 peaks or sugar loaves considerably higher than the rest.

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Directions from Port Omoa to Golfo Dulce, at the S.W. end of the Bay of Honduras.

THE course is westerly to *Point San Francisco* or *Bucanista*, about 6 miles from *Omoa*, and which is very low. Then it is W.N.W. to *Cape Tres Puntas*, 8 or 9 leagues from *Point St. Francisco*; between the two points, keeping about 4 miles from the main shore, you may come to anchor in 20 or 15 fathoms, and less water, muddy ground; near the latter point there is a sandy bar, running a league into the sea, before the mouth of a large river, which bar you must be sure to avoid. When you have sailed about 13 or 14 leagues, then you may haul W. by N. leaving *Cape Tres Puntas* on your larboard side, about $1\frac{1}{2}$ league off; and having passed that cape, you open *Golfo Dulce*, and steer for it S. by W.

The S.W. bottom of the *Bay of Honduras*, into which you enter after having doubled *Cape Tres Puntas*, is generally known by the name of *Gulf of Amatique*; and *Golfo Dulce*, that is, the mouth of the river, called also *Guatimala Lagoon*, lies 8 or 9 leagues from *Cape Tres Puntas*, you must go by your lead, and will have from 9 to $3\frac{1}{2}$ or 3 fathoms. The mouth of the river shews itself very plain; you bring it to bear S.S.W. and anchor in what water you please, mooring the ship S.E. and N.W.

Five or six leagues N.E. by E. of *Golfo Dulce*, and within the land, is the *Golfeto*, or *Little Gulf*, called formerly *Pirats Lagoon*, and *Lake St. Thomas*; it is 3 or 4 leagues broad, and as many deep, the land round it being very low near the sea, with large manganeel bushes, but very high within the country. The *Little gulf* is known by a remarkable table mountain to the southward of it.

Directions for sailing from Black River, on the Mosquito Shore, to the Bay of Honduras, through the entrance of the Main Reef at the Zapodilla Keys.

FROM *Black river* to *Bonaca*, the course is W.N.W. 22 leagues. From the west end of *Bonaca*, to the east end of *Rattan* or *Barturatta island*, it is W.S.W. 5 leagues. The harbour is about one third down the island on the S.E. side; it is a very narrow entrance; in going in you have 6 and 7 fathoms, and then you deepen your water, as you advance; keep close to the keys on the east side in going in; the harbour trenches towards the N.E.

Observe there is a small shoal off the east point. When you are going into *Rattan harbour*, after you have passed the point on the starboard side, which runs off a little way, there is no more than $3\frac{1}{2}$ fathoms; do not borrow too near that shoal till you are shot well into the harbour, which is noble and spacious, and where you may anchor in 10 or 12 fathoms; the deepest water is on the north side, and the best lying is to the eastward, up the harbour. There is a small spot, right opposite the entrance, on the north side, that has no more than 20 feet water on it: the soundings in general are very irregular.

From the west end of *Rattan* to the entrance through the reef by the *Zapodilla keys*, the course is west 29 or 30 leagues. From the west end of *Rattan* to *Utila* it is S.W. 6 leagues. From *Utila* to *Triumpho de la Cruz* it is S. by W. $\frac{1}{2}$ W. 12 leagues. From *Triumpho de la Cruz* to *Point Cavallo* it is S. by W. 10 leagues. From *Point Cavallo* to *Port Omoa*, S.W. by W. 3 leagues. From *Port Omoa* to the entrance through the reef by the *Zapodilla keys*, N. N.W. 9 leagues.

You may know the *Zapodilla keys* by the *Five dry sandy keys* among them, which are without shrubs or trees, except that on the starboard side, on going in, on which there are two dry trees which appear like a schooner at anchor, when you first make them. All the keys to leeward are bushy, and full of *Zapodilla* trees. In the passage through there is $4\frac{1}{2}$ fathoms, and there you have but two casts before you deepen your water to 6, 7, 10, and 17 fathoms. This makes it the best passage for large ships; the course through is west and W. by N. when you are over the reef, it is termed the *Harbour of the Honduras*.

From the *Zapodilla Keys* you steer W.N.W. between 4 and 5 leagues, to avoid several ugly shoals and rocks which lie to the northward of the passage through the keys; and when you bring *Point Placentia* to bear N. by W. or N. $\frac{1}{2}$ W. steer for it, it will be about the distance of 6 leagues from you. From *Point Placentia* to *Settee river* the course is N. by E. $\frac{1}{2}$ E. 6 or 7 leagues. From *Settee river* to *Colson's point* it is N. 6 leagues. From *Colson's point* to the *River's mouth* N. $\frac{1}{2}$ E. 6 or 7 leagues, where you anchor, taking care of the *Middle grounds*.

Observe, that after you have got through the *Zapodilla keys*, and up as high as *Point Placentia*, you may anchor all along the main, in any depth of water from 5 to 17 fathoms, keeping at the distance of 2 miles from the shore, except at *Colson's point*, where there is a bank or shoal due east from the point, which has not more than 7 feet water on it; it lies between 2 and 3 miles off the shore, and extends due south 4 miles.

Directions for sailing to the mouth of River Balliz, or Balise, in the Bay of Honduras.

TAKE your departure from the island of *Jamaica*, in lat. $18^{\circ} 18'$ N. and make your course good about W. by S. $\frac{1}{2}$ S. as near as you can, for the distance of 90 leagues; between these places the current is generally setting to the northward; do not stint your full run to the westward, and keep a good look out for *Swan's islands*.

From *Swan's islands* steer for the *Isle of Bonaca*, S.W. by W. $\frac{1}{2}$ W. distance about 36 leagues; lat. $16^{\circ} 29'$ N.

From *Bonaca*, which is a large, high island, run to the west end of *Rattan* the next and largest isle on that range; there are three small islands between these two, viz. *Barburatta*, *Moratta*, and *Helena*. *Rattan* is 9 leagues long with many hummocks on it.

From the west end of *Rattan* to the *Southern four keys*, the course is N.W. $\frac{1}{4}$ W. distance 18 or 19 leagues; and from *Bonaca* to the said four keys, W. by N. $\frac{3}{4}$ N. distance 37 leagues. This last is safest from the Spaniards, who often harbour in *Rattan*; but your departure from *Rattan* is the safest, and more eligible to avoid running on the reefs, as the distance is so short; this is a matter of prudence depending on the captain. Observe to time well your departure from either place, to avoid danger in the night, when it cannot be discovered, as well as running aground where there is no possibility of saving a ship. The *Southern four keys* ought to be made in the forenoon to get to anchor before night at *Key Bokel*, or farther in at *Water key*, as the time will allow. The *Southern four keys* are on the south end of a reef extending 7 leagues in length to the northward; on the north end thereof lie two keys, one long with tall trees, and the other a small spot with bushes on it, within a mile to the northward of the large one.

The *Southern four keys* in lat. $17^{\circ} 12'$ N. The easternmost on the edge of the reef, is pretty round and high, with a large sandy bay on the east side; the westernmost is a long key with tall trees; the northernmost is the next smallest, when you come from the eastward, an opening shews itself in the middle; the southernmost key, which they call *Hat key*, is the smallest, with bushes on it, and is near the south point of the reef; from this to the easternmost key, the reef runs in the form of a half moon. When you make the sandy bay, on the last, or sooner, you will see all the rest, for they are not far asunder.

From the south end of this reef your course is west to *Key Bokel*, distance 7 leagues; this is a small spot, with low bushes on it, lying close to *Turneff reef*, a low intersected island, which is 10 or 12 leagues long, N.N.E. and S.S.W.

Glover's reef has its N.E. end due south, 6 or 7 leagues distant from the *Southern four keys*, and is reckoned with reason a very dangerous place. This reef, which is named by the Spaniards the *Long reef*, is at least 7 leagues long, in a direction S.W. by W. and N.E. by E. No keys are to be seen on it, except a small spot or two, towards its north end: but on the south end there lies a range of 5 keys at least, from east to west.

From the S.W. point of the *Southern four keys* to *Key Bokel*, the course is W. $\frac{1}{4}$ N. There is good anchoring at this latter key to the northward, and within 1 or 2 miles of it; when you run out you deepen your water, but two cables length in is far enough on the bank in 4 and 5 fathoms water. N.N. W. winds make the roughest riding here; it is a rendezvous for Spaniards, therefore a good watch at night is necessary, for fear of the small craft which lurk under the land.

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From Key Bokel to English key, the course is N.W. but the best to steer is N.W. by N. to open the channel bounded on the south by English key, and on the north by Gough's key; these two are remarkable, being the southernmost on the main reef, with trees on them; they bear from Key Bokel N.W. by N. and when you come near Gough's key you will see a small spot with bushes on it to the eastward; besides this you perceive three keys more on the same range to the northward of them, viz. Curlew, Paunch-gut and Serjeant's keys; Serjeant's key (the middlemost of these) is the largest, and has a large sandy bay. You will observe that they are all situated on the main reef, which runs a vast way, and for the most part north and south.

When you have the aforesaid channel open, and English key to bear west of you, steer a little to the northward of the middle of the channel, towards Gough's key, to avoid a rocky shoal that runs to the northward from English key; then steer in W. by N. $\frac{1}{2}$ N. but you must not quite depend on this, without keeping your lead going, because the channel is narrow, the entrance being about a mile broad, and narrower within.

To the N.W. of Gough's key is Water key, which is pretty long, with tall trees on it; from the south end of it runs a spit, a pretty good way into the channel. When you get to the westward of this haul up N. by W. and to know your time for this, observe a small key very near the north end of Water key (not on the reef) half a sail's length open with the northward of the said key, you will then have Serjeant's key shut in with the south end of Water key, and begin with the narrowest part of the channel; so keep your lead going, and if you get hard bottom, you are on the West shoal, called the Twelve feet bank; but on the east side, by Water key, it is soft ground. For your better direction to avoid running a-ground on either side, keep on to the northward, as before, until you see Serjeant's key, the north part opening with the north part of Water key; then you will be in what is called the Blue hole, where, in a small space all round you, you will scarcely get bottom with 20 fathoms line; when you are thus in the Blue hole, run W. by N. and W. till you open Gough's key, the half out open with the south end of Water key; keep it so until you get over a bank which runs quite across; the best water you can carry through is 13, 13 $\frac{1}{2}$, and 14 feet water; there is no danger should you ground on it, and it is only a north wind that should make you uneasy.

From this bank to the mouth of River Balliz, the course is N.W. northerly; you will have on your starboard hand the range of Drowned keys, on which side the Stake bank, (part of which may be seen,) lies more than half way to the river's mouth; it is bad anchoring near this bank, though you may have 6 fathoms water. On your larboard hand you will descry a cluster of keys called the Triangles; and within a league of the river's mouth, due south from it, is a small bank, called the Middle ground; to the northward of which you may go in 14 feet water, and to the southward of it, in from 3 to 5 fathoms. There is but 7 feet water on some parts of this shoal; the best place for anchoring is right off the river's mouth, both for the facility of coming on board, and going on shore, and for having the advantage of the crafts which come down the river; here you lie in 16 feet water, and may remove in moderate weather into a deeper birth.

The River's mouth, from the Cross bank in the Blue hole, is between 4 and 5 leagues broad, it lies near the north point of the main land a-head of you, by the course prescribed; it is rarely without some vessels at an anchor; but if you are at a loss for the opening of the river's mouth, and choose the vessels for your guidance, rather steer for them to the northward than to the southward, because you risk grounding on the Middle ground, which is like to be between you and the latter.

If no vessels are to be seen there, look attentively, and you will descry one tree taller than the rest, with a round top; this stands on the north side of the river's mouth, shewing about half a mile from the main aforeaid, or *Mother tree bush*.

A stranger must return the way out which has been directed to come in; and while he is within the *Cross bank*, he may make long stretches from the north to the south side, turning with the trade winds; but when he comes into the *Blue hole*, he must take notice of the marks, and mind his lead as before. You can be bolder to the northward, when without the *Stake bank*, than you can to the south side; that is, while within the *Cross bank*, keep your lead constantly going, and venture no farther than 5 fathoms to the eastward of the *Triangles*, because it is rocky, with sudden shoalings. This caution is also for large ships going out of the bay loaded.

OTHER GENERAL DIRECTIONS.

In coming in between *Gough's* and *English keys*, steer in W.N.W. until you shut in *Serjeant's key*, with the south part of *Water key*; then steer N. by W. till you bring *Gough's key* on, or in a range with *Water key*; a course N. W. $\frac{1}{2}$ W. will then carry you in the best of the channel over the *Narrows*, taking particular care not to shut in or open *Gough's key* with *Water key*; for if you do, you will certainly be a-ground on one side or the other; after this, when you shut *Bannister's keys* with the *Drowned keys*, you are over the *Narrows*; you may then steer in N.W. for the *River's mouth*, and come to an anchor, as in the foregoing directions.

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Directions for sailing out of the Bay of Honduras.

WHEN you weigh anchor from the vessels, at the mouth of *River Baliz*, steer away south for the westernmost part of the *Triangles*, until you see a grassy swamp below *Rouge's point* (the southernmost point of the river), then you are clear of the *Middle ground*; then haul your wind as close as you can lie, until you come into 3 $\frac{1}{2}$ fathoms water, off the *Triangles*, but come no nearer. Then tack, and stand towards *Stake bank*, which you will see time enough to go about, you then tack again, and stand to the southward, taking care not to come into less than 3 $\frac{1}{2}$ fathoms water; at this time you will see *Gough's key*, which you may keep open a quarter of a mile, or shut in at that distance, till you come into the *Narrows*; these you will know by opening of *Bannister's key*; then you are close to the *Narrows*, and must have *Gough's key* in a range with the southernmost part, taking great care not to open it above a handspike's length, nor shut it in above that length, till you are above the *Narrows*, and in the *Blue hole*, where you will have no ground. Then S.E. from you, about a mile, lies a spit, to the northward of which you must go, between it and *Water key bank*. When you have weathered that spit, steer away for the westernmost part of the *Long key*, which will carry you right thro' safe between the two banks, and run to the southward till you open *Serjeant's key*; then you will be mid-channel between *Gough's* and *English keys*, which will be E.S.E. You must not go into less than 3 $\frac{1}{2}$ fathoms; then go about and stand over for *Water key bank*, into 3 fathoms, where you may come to an anchor.—In weighing from thence take care to come no nearer *English key* than 5 fathoms.—From *English key* S.E. near two miles, lies a shoal, which appears very plain, and which you must take care of in turning out; the safest way is to go to the northward of it.

Directions for sailing from River Balliz, in the Bay of Honduras, through the South Channel.

AS soon as under weigh, steer S. by W. in gradual soundings, from $3\frac{1}{2}$ to $3\frac{1}{2}$, 4, $4\frac{1}{2}$, and 5 fathoms; about 7 miles to the southward of Balliz, is River Shebon, or Sherborn, 2 miles off which, E. by S. lies a bank, about the bigness of a 40-gun ship; it is full of oysters, and has not above 7 feet water. Abreast of Shebon you will have 6 and $6\frac{1}{2}$ fathoms water, for many casts, and when the south part of the *Triangles* is bearing east, about 4 miles, and the south end of *Water Key* is in one with the north part of the *Triangles*, you will have but 4, $3\frac{1}{2}$, $3\frac{1}{2}$, 3, and $3\frac{1}{2}$, then 6 fathoms; in this last depth the north end of *Middle Long Key* is touching the south part of the *Triangles*; this shoals in spits to the westward of the *Triangles*; but keep well to the westward, and you will find sufficient water; steer S. by W. till you bring the north part of the *Triangles* N.E. and the south part E.S.E. then steer south you will have a quarter less 5, 5, $5\frac{1}{2}$, and 6 fathoms, soft ground, keeping about 4 or 5 miles from the main. This channel is about 3 leagues broad, and you may ply, and stand well over to the keys of the main.

When you have the south part of the *Triangles* east, and distant 5 or 6 miles, steer S. by E. till you get the length of a bluff point, about 8 leagues from River Balliz; it is called *Colson's point*; E.N.E. $2\frac{1}{2}$ miles from it lies a shoal, in part dry. This point bearing W.S.W. 4 miles off, you will have 4 fathoms water.

To the north of *Colson's point* is a small creek, called *Salt Creek*: here the land rises much in the country, and more to the northward are many hills and hummocks; under the southernmost of which is a large river, called *Mullin's river*, very commodious for watering; within $1\frac{1}{2}$ mile of the mouth of this you may anchor in 4 fathoms. From thence steer S.S.E. $\frac{1}{2}$ E. at three miles distance from the land you will have gradual soundings from 5 to 8 fathoms.

From *Colson's point* to *Bawdy point*, as it is called by the baymen, the course is S.E. and the distance about 8 miles.

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Directions for falling in with the Loggerhead Keys, at Cape Catoche, and to sail from thence to Campeche.

THE northernmost of these keys, which lies in $21^{\circ} 38'$ lat. N. is called by the Spaniards *El Contoy*, and the southernmost *Isla de Muger*, or *Woman's islands*; our sailors name the first *Loggerhead Key*, and the second *Key Mohair*. When you imagine you draw near the bank of *Cape Catoche*, keep your lead going; and if you strike ground, and do not see the northernmost key, or the land, you may depend on it you are to the northward. Then haul up south till you see the land, and you may be sure it is one of the two keys; if you are to the southward of them, you have no soundings, until you see the main land.

Key Mohair lies W.S.W. and E.S.E. on the east part it has a bluff, and on that the appearance of a castle, to the southward of which is the watering place. About 2 or 3 leagues to the N.W. of *Key Mohair*, lies *Loggerhead Key*, which may be known by the southernmost part, having many small sand hills: give that key a small birth, and you may anchor in 7 fathoms water, all gradual soundings. The two keys are joined by a long reef, which only

breaks at the north end of *Loggerhead key*; there are many rocks, and among them plenty of Jew fish.

To sail from hence to *Campeche*, steer N.W. keeping your lead going, and do not go further to the northward than 18 fathoms water, nor to the southward than 10 fathoms; but when come into 17 or 18 fathoms, steer W. by S. and keep in that depth till you have run 80 or 82 leagues, or more if you think you have not made this distance good. Then haul up to the southward, till you come into the depth of water necessary for your vessel to ride in with safety, which may be in 4 or 5 fathoms, and then you will hardly see land from the mast head. You will lie smooth here in all winds, even if it blows hard.

Observe that 4 or 5 leagues to the north of *Point Piedras*, or the west point of *Yucatan*, there lies the *Shoal of Sisal*, which has not above 12 or 13 feet water; but your lead will give you timely notice, when you draw near.

When you are at anchor, you must send your boat away for *Campeche*; it lies S.E. 30 leagues from *Point Piedras*, and to the northward of the only high land on that coast.

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Directions for sailing into and out of Campeche.

IF bound to the *Bay of Campeche*, keep in the lat. from $21^{\circ} 30'$ to $22^{\circ} 20'$ N. in order to keep between *Cape Catoche* and the *Alacranes shoals*, which lie 40 leagues N.W. by W. from the cape. You have soundings here about 30 leagues from the land, and all the way from *Cape Catoche* to *Point Piedras* you have regular soundings and white water. I would not advise any one to come nearer the shore than 5 fathoms, (then you just see the land from the mast head) nor stand farther off than 15 fathoms; for there are 10 or 11 shoals and rocks, which lie in the form of an elbow from the *Alacranes*, and run as far south as *Campeche*; this bank of shoals is very broad.

The course from *Cape Catoche*, (or rather the keys before it) to *Point Piedras*, is W.S.W. You must run at least 80 leagues before you bear to the southward for *Campeche*; and go by your lead in chiefly from 5 to 12 fathoms, sandy ground. There is a bank which you must take care to avoid; it lies 5 or 6 leagues about W.N.W. from the town of *Sisal*, and has only three or four feet water on some parts of it. All this land is low along the coast, and remarkable only in few places; 8 or 9 leagues S.W. of *Point Piedras* is *Point Delgado*, called by our sailors *Cape Conduedo*; by this cape there is land which appears like islands at a distance, and one sandy hillock, having the appearance of a fort. Northward of *Campeche*, there is a hummock, called *Morro de Hua*, and 2 or 3 leagues to the S.W. of the town another hummock, or round hill, called *Morro de los Diablos*, or the *Devil's Mount*. The water is very shoal off the town, for 7 or 8 miles; merchants' ships unload 3 leagues off; and then go into the hole close to the town, in 3 to 2½ and 2 fathoms water.

In sailing from *Campeche*, you must steer to the northward as far as $21^{\circ} 30'$ lat. N. in order to keep clear of *Sisal bank*, and when you find yourself in that parallel, and are clear of the bank, then you may stand according as you have wind, and to where you are bound.

The currents set sometimes to the N.W. but for the most part to the northward. The most prevailing winds are from N. to N.E. and East to S.E. but sometimes variable.

The latitude of *Campeche* is near $19^{\circ} 41'$ N. long. from London, $92^{\circ} 54'$ W. Variation $8^{\circ} 35'$ E.

Directions for going to, and sailing into La Vera Cruz.

YOU must take care and be sure not to fall into the southward of $19^{\circ} 50'$, or between that and the latitude of $19^{\circ} 40'$, which is very high land, particularly one hill, called *Mount Orizaba*, whose top is covered with snow: care must be taken not to bring that mountain to the westward of W.S.W. It may be seen in clear weather 30 or 35 leagues off. You must not fall farther to the southward, on account of the shoals, which are many and dangerous, to the eastward and south eastward of *La Vera Cruz*, from which town the shore trenches N.W. by N. and is bold to. You must not strike ground above 15 leagues off, and then you have 30 and 35 fathoms water, which shoal gradually into 10 and 12 fathoms, within a league of the shore.

This place is easily distinguished by the castle of *St. Juan de Ulua*, situated on a sand, called the *Gallega*, which forms the harbour; as you approach the castle, you discern a high black tower, called the *Tower of Merce*: you bring it to bear due south, per compass; then you will have a large church, (or hospital) with a cupola on the top of it, on which is a round ball, with a cross; keep that ball on with the west part of the *Merce Tower*, it will carry you clear along the edge of the *Gallega sand*, which generally breaks when the sea breezes blow. When you open the S.W. facing (or side) of the castle of *St. Juan de Ulua*, steer for it along in the inside edge of the sand, which you will see, to avoid two shoals of hard black rocks, having 18 and 19 feet water on them, with small spits of sand from each; on these shoals flags are placed on the approach of any Spanish vessels, but not for foreigners. You anchor under the walls of the castle, and moor to large rings, fixed there for that purpose. You lie two anchors out to the N.W. from your larboard bow, and one to the S.W. of your larboard quarter; your shore cables being on your other bow or quarter; and then you lie in 6 and $6\frac{1}{2}$ fathoms water. No tide here but a rise and fall of about 3 feet, which is augmented or lessened as the wind blows.

You have regular sea and land breezes from March to November; then you are subject to north winds, which make a great sea, and dangerous riding in the harbour.

Lat. $19^{\circ} 12'$ long. from London, $95^{\circ} 24'$ W. Variation 4° E.

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Instructions for the Mouth of the Mississippi, coming from the Eastward.

FORT BALISE lies in the lat. of $29^{\circ} 10'$ N. about 35 leagues to the westward of *Rose island*; it is now in ruins, and it is of no other use than to make signals to a ship: there is an officer, with pilots and seamen constantly kept there. You must be careful of not running down more to the southward than $29^{\circ} 15'$ or to the northward than $29^{\circ} 20'$ N. You will not strike soundings above 8 or 9 leagues off, and have very deep water, muddy ground; the current setting strong to the northward or southward as you fall in with the entrance.

The mouths of the *Mississippi* are formed by mud banks, which owe their origin to the great number of trees that incessantly float down the river, and ground at its entrance into the sea; these banks are not discernable from the mast head above 4 leagues distance, in clear weather.

When you make the land, run down in 12 or 14 fathoms water, and the moment they see you, if clear weather, they hoist a flag at the *Balise*. Should

you happen to lose sight of it by the weather becoming thick, they keep firing guns, at intervals of 10 or 15 minutes.

If towards night, and you cannot reach the road before dark, they make a large fire, and keep it in till you are at anchor. To anchor in the road you bring the *Balise* to bear between the S.W. and W. and come no nearer than 9 or 10 fathoms.

[The mouth of the *Mississippi* being very liable to variation, the above will probably require some alteration; besides, the signals are not made with the same punctuality as some years since.]

Twenty-nine leagues from the *Balise*, at the *Détour aux Anglois*, are two forts, on the different banks of the river; the one on the larboard hand, called *Fort St. Leon*; the other on the starboard hand, called *Fort St. Mary*. Six leagues higher up, on the starboard side of the river, is situated the town of *New-Orleans*.

The south end of the *Chandeleur*, or *Candlemas islands*, lies from the *Balise* N.E. by N. 8 leagues; you must not stand nearer than 10 fathoms in the night or thick weather; then you will have hard white sand, with black specks, and not be above 4 or 5 miles from them. Between the south end of the *Chandeleur islands* and the *Balise*, there is a deep bay, all over which you have 10 fathoms water, very even soundings, and hard sand.

In running along shore, and intending for *Mobile*, come no nearer than 7 fathoms, till you bring the *Point of Mobile* to bear north; then you will have the channel open; steer north till you are on the bar, which you will know by the water shoaling very quickly, from 6 fathoms to 15 feet. When you are on the bar, steer N.N.W. till you bring the *Point of Mobile*, which is bold to, to bear N.N.E. then steer for it. The bar is a mile broad, and has 15 feet at high water; the tides are very irregular, being governed chiefly by the winds. [See page 213.]

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Description of the Spanish Main, and the adjacent Islands, from Margarita Island to Cape St. Roman.

THE ISLAND OF MARGARITA—THE ISLAND OF TORTUGA.

FROM *St. Vincent* to *Margarita* the course is S.W. distance 46 leagues, and from *Grenada* to the same island, the course is S.W. by W. distant 26 leagues.

The *Island of Margarita* is 24 leagues long, and lies E. by N. and W. by S. It is high land all through, except the west part, on which is a low sandy point, running off shoal to the *Pearl bank*, which is joined to it. Four or five miles inland from this west end there is a very high part of land, with the appearance of a sugar loaf on the top of it, which sugar loaf seems as if it was falling down to the northward. Bring that high land to bear E. by N. and if you are bound to *Tortuga*, steer W.S.W. which course will carry you to that island.

The *TORTUGA*, or *SALT TORTUGA*, is a very low island, which cannot be seen above 4 or 5 leagues off; keep on the south side of it, and anchor about half a mile, or three quarters of a mile to the westward of a low point on the S.E. part of the island; bring the low S.E. point to bear E.N.E. and you will have 18 or 20 fathoms water; and if you moor, your westernmost anchor will lie in about 30 fathoms, good ground; but don't go any nearer in, for the ground is very bad, on account of the merchant ships who load salt here, heaving their ballast out. You are to moor W.N.W. and E.S.E.

During all the fore part of the day the wind is at east, or to the southward of east, and in the afternoon it comes to the N.E. or N.E. by E.

The north side of *Margarita* lies in the latitude of $11^{\circ} 10'$, and *Tortuga* lies $11^{\circ} 0'$ bearing from the former W. by S. but in coming down, you must steer W.S.W. on account of a strong current to the N.W.

In approaching the island, be sure to come by the south side of it; for on the north side there are several reefs and shoals, which make it dangerous. The S.E. point of *Tortuga* lies flat, about half a mile off. Anchor to the westward of this S.E. point, bearing E.N.E. about half a mile, and then the south point of the island will bear W. by S. 6 or 7 miles. A little to the eastward of the south point there is a fine lagoon, which has 12 feet water, and more at the entrance; when you are in, you find a great plenty of wilks, conks, craw fish, and some chicken turtle; there are abundance of goats on the island, but they are very wild; a large grove of trees is to be seen on the eastward of the island, but there is very little wood any where else, and only a little mangrove here and there.

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The Dispirited Keys on the Spanish Main.

THE sailors have given this name to the small islots, called by the Spaniards *Cayos de Peritu*.

From *Salt Tortuga* to those keys, the course is S.E. by S. or S.S.E. distance 18 leagues; they are low sandy keys, with some mangroves upon them, but no fresh water, lying about 4 miles from the coast; you go in round the north end of them; within half a mile of the north end of them there is 6 and 7 fathoms water.

After you are got round the N.W. end of those keys, you may run the inside of them, keeping in 6, 7, or 8 fathoms water, one fourth of a mile from the shore, very good ground, and quite landlocked from all winds. You will have the little islands *Boraritas* 3 or 4 leagues to the E.N.E. The city of *Barcelona* bears S.S.E. from them, about 4 or 5 leagues.

The land on the main all along is high, mountainous and uneven; the highest land along shore that you can see when at anchor there, bears W.S.W. distant about 5 or 6 leagues; there is but little to be got at this place, so we will proceed along the coast.

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From the Dispirited Keys to Cape Codera or Quadera.

THE course between the two places is N.W. by W. distant 25 leagues; it is all a bold shore, so that you may run down along, close within 2 leagues, or less; and when you come within 2 or 3 leagues of the cape, there is a fine bay, wherein you may anchor, in what water you please, and good ground: you run so far into that bay, as to bring *Cape Codera* to bear north, or N. by E. when you have 5 fathoms water, 2 miles from the shore. When at anchor, with the above bearings, and the cape distant 3 leagues, there is a lagoon W.S.W. from you, where you may get good fresh water; you will see a table land on the main, bring it to bear S.S.W. or S.W. by W. and you may run into that bay in the night, by the lead, and anchor in what water you choose: inland it is very mountainous, but by the water side the land is low. This bay is called *Capaya bay*; several planters are settled round it, from which you can procure plenty of cocoa.

From Cape Codera to Cape Blanco—Jasper Bay.

IF you come out from *Cape Codera*, and are bound to the westward; you may stroke the cape as close on board as you please, as it is steep to; there is a small sandy bay on the west side of the cape, and close to it, wherein you may anchor in what depth you find convenient: this bay has nothing remarkable. The anchoring is good, as we have already observed, but no fresh water.

When you come round *Cape Codera*, if it is day time, you will see the *White rock*, which bears from the cape N. by W. distant 6 miles, and from *Chuspa bay* N.E. by E. 8 or 9 miles. It is about as large as the hull of a first rate, and almost as white as *Beauchy head*; you have all clean ground about it, but on the west end there is a small ledge of a quarter of a mile from the rock.

Having rounded *Cape Codera* you will see a low point to the south-westward, about 7 miles; it is the first you come to; you may run down to it within half a mile of the shore; then a fine sandy bay opens to the westward, into which you may haul round the point, and giving it a birth of a quarter of a mile. This bay is called by the Spaniards *Chuspa bay*, but the English have named it *Jasper bay*; you may anchor there within less than half a mile of the shore, in 7 fathoms water.

When you have run into 7 fathoms water, you will bring the east part of the bay, that is the point round which you came, to bear N.E. and in the S.E. corner of the bay you will get fine fresh water, and good wood. There is always a little swell in the bay; when you are at anchor you will perceive a small point about a mile to the westward of you, and close round that point there is a small town; but the landing here is very bad, on account of the great surf on the beach. The land to the westward trends to the W. by S. and is very high, both inland and near the coast; very little is to be had here but wood and water.

From *Jasper bay* to *Cape Blanco*, the course is W. by S. 13 leagues, and to *La Guayra* W. by S. 10 leagues. *La Guayra* is in a small bay, about 3 or 4 leagues to the windward, or to the eastward of *Cape Blanco*. There is a prodigious high mountain aback of *La Guayra*, which is almost as high as that of *Tencriffe*; it is called the mountain of *Curaccas*. *Cape Blanco* is low land, so that when you are 4 leagues off you cannot possibly see it on account of that mountain. Being off *Cape Blanco*, within a league or two of the land, you may see the fort, batteries, and town of *La Guayra*, which appear of a whitish grey, while the soil about the town looks red. When you are within 4 or 5 miles from *Cape Blanco*, it looks like a town under the high land, and has a grey and ragged appearance; the shore is clear and bold all along. *Cape Blanco* lies in lat. 10°, 50' and *Cape Codera* in lat. 10°, 57'.

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From Cape Blanco to Cape St. Roman, Cata Bay, Puerto Cabello, &c.

THE land is still very high and mountainous, the westward of *Cape Blanco*, for about 10 or 12 leagues, when it begins to become lower; the

Cata Bay.

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coast all along is bold and clear; you may stand within a mile of the shore, all the way down from *La Guayra* to *Puerto Cabello*, about 10 or 12 leagues to leeward of *Cape Blanco*, and about 6 to windward of *Puerto Cabello*, you meet with a very fine bay, or rather harbour, called *Cata bay*; there is not less than 20 fathoms in going in, and when you are entered, you may anchor in what water you please, from 5 to 20 fathoms, being landlocked from all winds, but from N.N.W. to N.N.E. which winds seldom blow here; you have a regular sea breeze all day, and a fine land breeze all night, with plenty of wood and fresh water. There is a town 4 or 5 miles from this bay, and many planters, and other people live in the neighbourhood, who have abundance of cocoa, and money likewise. This bay, which lies from *Curassoa* S.E. by E. by compass, (there is half a point of variation here) is seldom without one or more Dutch vessels trading for cocoa; the land is very high, on both sides the bay, with a fine valley in the middle; there are several other small bays, to the eastward, the best of which is that of *Turiano*, but it is not so good as *Cata bay*, either for a ship to lie in, or for trade.

From *Cape Blanco* to *Puerto Cabello*, the course is W. $\frac{1}{2}$ S. or W. by S. distance 17 or 18 leagues; the land is very high till you come about a league to leeward of *Cata bay*, and then it runs lower down to *Puerto Cabello*: this port is in a large valley, round a low point, 6 leagues to leeward of *Cata bay*: you may see from this bay the land which runs out from *Point Tucaras*; it bears W.N.W. from the bay, 18 or 19 leagues; from *Cape Blanco* N. by W. above 36; and from *Puerto Cabello* N.W. by W. distance 12 leagues.

From *Point Tucaras* to the *Point of Coro*, the coast lies N. by W. about 14 leagues; the land all along is low, and full of islands and keys, but down towards *Coro* it is higher. *Cape St. Roman* lies 23 leagues to the N.W. by W. of *Point Coro*, and may both be described from *Curassoa*, in clear weather. On this coast you find very little lee current, till you come without the stream of *Point Coro*, but at most times you have fine weather, and variable winds.

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Description of the Islands of Bonair and Curassoa.

IF you come from the main, and are bound to *Curassoa*, I would advise you to endeavour to make the island of *Bonair*, and then to run down to *Curassoa*: but be sure not to come within 4 or 5 miles of the south side of the island, by reason of the rocks and foul ground, unless you are acquainted. There is a road on the west side of the island, which lies within a small islet, but it is a little difficult for strangers. *Bonair* has a governor: some few people from *Curassoa* live there, and a great many Indians; there is likewise several warehouses, where the *Curassoa* sloops load the cocoa, hides, tobacco, &c. that are fetched from the Main; these goods are lodged here until they have a good market for them at *Curassoa*. The island of *Bonair* yields nothing but wood and salt, and has no fresh water; the west part is pretty high, and very rugged uneven land. From the west end of it you may see the island of *Curassoa*, in fair weather, which bears W.S.W. distant 15 leagues.

When bound to *Curassoa* you are to run down so as to come along the south side of it; if in the night, come not nearer the island than 3 leagues, on account of *Little Curassoa*; it is a low sandy island, very little above water, one fourth of a mile in length, with nothing but prickly bushes on it, so that you cannot possibly see it in the night; it lies S.E. from the east point of *Curassoa*, distant 2 leagues, and is steep to on every side.

Curassoa is a low island; the east side having no high land, except a mountain in the N.E. part, and another of great height, which makes like a table

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land in the S.E. part; on the west side there are some high hills; but all the rest of the island is lower than *Barbadoes*. The table land on the S.E. part bears W.N.W. from *Little Curassoa*, distant 7 or 8 miles. You must give the east point of *Curassoa* a birth of half a mile, and then you may keep as high the island as you please, for it is steep to all along the south side.

The haven or harbour, called also *Amsterdam*, or *St. Ann*, is on the S.W. part of the island; there is a white buoy on a ledge that lies on the starboard, or south side of the harbour's mouth; that buoy you must leave on your starboard hand in going in, and haul close round it into the harbour, whose entrance is very narrow, and steep to on both sides. You must not let go an anchor in going in, but you are to have a hawser in your boat, ready to run to the south shore, or to some of the ships; for although the harbour's entrance is not broader than the length of a 70 gun ship, yet there are 60 fathoms water; but if the wind is large it is better to run up above the town, and above the shipping, then you may let go your anchor; it is there something broader, and clear of craft.

The town lies on the south side, and is called *Amsterdam*; but there are a great many buildings on the north side, as well as all over the island, which is populous. This is a very good harbour to heave down in, as there is neither sea nor swell. All manner of provisions are prodigiously scarce and dear here; for the island itself produces very little of any kind of necessaries. On the N. W. and N. sides, the island is foul a little way off, so that it is best to be on the south side, for this is all bold and clear. There is a fine cove about 4 or 5 miles to the southward of the harbour, called by the Dutch *Spanish Cove*, but in the draughts *Saint Barber*, and a large fort stands at the entrance of it.

The N. end of *Curassoa* lies in $12^{\circ} 25'$ lat. N. and long. $69^{\circ} 7'$ W. of London, and the west end of *Bonair*, in latitude $12^{\circ} 27'$ north. If you are bound to windward, I would advise you to beat up the S. side of the island, and work up under the west end of *Bonair* before you reach over, for you have at most times a counter-current, which runs to windward, and the west end of *Bonair* is clear and bold to; there is a small sandy bay on the W.N.W. part of the island, where you may anchor within $\frac{1}{2}$ a mile of the shore; but don't come within two leagues of the south side of the island, for there low sandy keys lie a long way off, as well as some rocky reefs.

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Directions for sailing into and out of Arenas Bay, to the northward of Carthagena, on the Spanish main.

IF you are bound from *Jamaica* to the Spanish main, you must work up to the *Fallubs*, or to the east end, and steer S.E. to make your course good S.S.E. that you should fall in with the high land of *St. Martha*, or the *River Magdalen*, and the hills of *Morro Hermoso*, on the west side of the river, in 11 deg. lat. N. The distance from *Jamaica* is 145 leagues on a S. S. E. course. You meet always with a westerly current in crossing over, and coming near the river you have white water 30 leagues off. The high land of *St. Martha* is the highest all along the coast, and *Point Occa* is a bluff point.

Coming in with the coast in the night, approach it no nearer than 22 fathoms. The course from *Point Occa* to *Morro Hermoso* is W. by S. 10 leagues; from that to *Point Arenas* S.W. and S.W. by W. 15 leagues, and then to *Carthagena* S.W. by S. and S.W. 15 leagues; the land between *Morro Her-*

moso and *Arenas bay*, is high hills, the most remarkable of which are *Samba Hill*, that appears like maiden's paps, and another next to *Arenas*, called *Virolera de Samba*, that shews like a barn. *Arenas point* is all low, except the volcano, which appears flat and round.

The danger going into *Arenas bay* is a reef at the N.E. part; give it a good birth of 2 or 3 miles, and steer S.S.W. and S.W. by S. in 7 or 8 fathoms water. The next shoal is the 4 fathoms bank, which bears W.N.W. about 3 miles; steer S. by W. and south round *Point Arenas* in 6 or 7 fathoms, keeping at $\frac{1}{2}$ mile or 1 mile distance, then steer up S. E. and E. S. E. and you may anchor in what depth of water you please, from 3 to 20 fathoms, good holding ground.

The bay is about 6 or 7 leagues deep, and 5 broad, with many lagoons where small ships may lie in 2 or 3 fathoms water; large ships lie in 8 or 10 fathoms. There are two small keys above water, in this bay, one bearing S.E. from *Arenas point*, the other about S. by E. There is a bank which lies about N.N.E. 2 leagues from *Point Palmerita*, with only 9 feet water on it. This bay lies about N.E. by E. and S.W. by W. no winds except N. W. can hurt you here, and they blow very hard. Sometimes N.E. winds blow here the most part of the year. *Point Arenas* and *Point Palmerita* make the bay; they bear from each other about N. by E. and S. by W.

Sailing out of this bay, bound to *Carthagena*, steer to the W. N. W. to get 2 or 3 leagues off, then steer S. S. W. But if you are bound to the eastward, or to *Jamaica*, you must work up as far as the *River Magdalen* or *Point Occa*, to be sure of fetching near the east end of *Jamaica*. The current sets in the offing mostly to the eastward, except in strong N.E. winds.

Lat. 10 deg. 50 min. N. Longit. 74 deg. 55 min. W. Variation 6 deg. 22 min. E.

To anchor bring *Point Arenas* N.W. and the volcano N.E. or N.E. by E. and *Samba Hill* E. S. E. to E.

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Description of Porto Bello Harbour.

AT the entrance of the harbour there are two small islands, which lie S. by E. $\frac{1}{2}$ E. and N. by W. $\frac{1}{4}$ W. from each other; between them you sail, or warp in, and have 15 or 16 fathoms across, all soft ground. Due west from the northernmost island, and about 3 cables length from it, lies a bunch of rocks, called *The Salmedinas*; you have 20 fathoms, soft ground, between these rocks and the island. You may go in and out on either side of them, they being steep to all round, and always shewing themselves.

The north side of the harbour is steep to; on the south side there is a reef along it, about a cable's length from the shore.

You may anchor any where, taking care not to go too high up in the cod of the bay.

Wood and water are in great plenty here; you may either land your casks and roll them about 10 or 12 yards, or fill your boat with small casks. Cattle may be purchased, though not cheap nor good: vegetables there are none to be procured, but you have plenty of fish and turtle in the season.

To the northward and southward of this harbour there are very good bays, with many fresh water rivulets, where any fleet may ride and fill in safety; there is no danger but what is discernable.

Lat. 9 deg. 33 min. N. Longit. from London 79 deg. 44 min. W. Tides, none, but a rise and fall of about 6 or 7 feet. Variation 9 deg. 40 min. E.

The winds are generally between the north and east, except in the hurricane months; and then they are mostly from the S. W. and W.

Remarks for sailing into the River Demarari.

AT the entrance of the *River Demarari*, an E.N.E. and W.S.W. moon makes full sea, and the water at the highest spring tide does not rise more than 8 or 9 feet perpendicular. From each point of the river runs off a flat mud bank, at least three leagues into the sea, on many parts of which there is not more than from 8 to 12 feet water, at high water. Between these banks lie the entrance and bar of the river, on which at the highest spring tides, there is not more than 20 feet water, but all very soft ground. If the wind should cast out, be very cautious, and not stand too near the west bank, as the flood tide sets on it in an oblique direction, and the ground in some parts is hard sand; but you may borrow on the east bank at pleasure, being all soft mud, and you receive no hurt by touching the ground.

About 6 miles up on the west side of the river, stands a remarkable lofty tree by itself, the branches of which appear to be withered, and 3 or 4 miles above that, there is a tuft of trees or bush which is very remarkable.

In running into the river, the leading mark is to keep the withered tree on the westernmost part of the tuft or bush, which will carry you in the best water, and about mid-channel, steering at the same time S. by W. by compass. The breadth of the channel going in, is about 2 miles; shoaling gradually on each side. The best anchoring ground is within the east point, in 4 fathoms at low water, soft mud; keep the eastern shore on board, the western side being flat and shoal. It is necessary to weigh the anchors once every ten days, or they will bury so much as to be supposed to be lost.

N. B. The thwart mark to know when you are without the bar, is when *Point Spirit* comes open to the northward of *Corrobana Point*, and you have 4 fathoms water.

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Observations and Remarks on the Coast of Guayana.

SHIPS bound from the *Leward* or *Carribee Islands* to the *Coast of Guayana*, should steer as far to the eastward as S.E. if the wind will permit, on account of a strong indraught or current, setting at all times of the year, to the westward through the *Gulf of Paria*. The moment you come on the outward edge of the ground, you will perceive the colour of the water change to a light green, and will have from 35 to 45 fathoms. If in that depth you should be so far to the southward as $7^{\circ} 25'$ or $7^{\circ} 30'$ N. lat. you may steer in S.W. and make the land; but if more to the northward, keep your wind till you attain that lat. You will have very gradual soundings quite to the shore, but very shallow; you will be in 9 fathoms when you first get sight of the land about *Demerari*, but you may run in without fear in 4 fathoms, being attentive to your lead. As it is the general opinion that there are many unexplored sandbanks on this coast, a great attention to the lead, and quality of the ground will be necessary, as by that only you will be apprized of the danger, for on most parts of this coast, to the eastward of the river *Orinoko*, the bottom is very soft mud; if on a sudden you find hard sandy ground, be assured some danger is near, and immediately haul off, till you again find soft ground as before.

The making of the land all the way from *Orinoko*, as far to the eastward as *Cayenne*, is very low and woody, and therefore appears in all parts so much alike, that the most experienced pilots are frequently deceived. Your chief

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dependence, therefore, is in a true altitude; if that, by reason of thick weather, cannot be obtained, it will be advisable to anchor in about six fathoms, which you may do with great safety, having good ground, and in general moderate gales and smooth water.

The making of the land about *Demarari*, is the most remarkable of any part of the coast; the woods in many places being burnt down and cleared for cultivation, makes the land appear in large gaps, where the houses, &c. are plainly to be seen, and if there any ships lying at the lower part of the river, their mast heads may be plainly seen above the trees, at some distance at sea.

If bound into *Demerari*, you must run to the westward till you bring the entrance of the river S.S.W. or S. by W. and either lay to or anchor for the tide, in 4 fathoms water; but be very cautious not to be hauled further to the westward than these bearings, for the flood runs very strong into the river *Isequibo*, at the mouth of which, and at a great distance from the land, lie many very dangerous sand banks, on some of which there is not more than 9 or 10 feet water, and the flood tide sets right on them.

On many parts of this coast, particularly off *Point Spirit*, to the eastward of *Demerari*, the flood tide sets right on the shore, and the ebb right off to the N.E. It will be advisable, when calm, and near the land, to anchor in time.

In the month of December there is at times, particularly in shoal water, on the coming in of the flood, a great sea, called the *Rollers*, and by the Indians *Paroroca*; it is often fatal to vessels at anchor.

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Instructions for sailing along the Coasts, and into the Harbours of Jamaica, Port Royal, and its Channels.

BEING off *Morant Point*, or the east end of *Jamaica*, and bound to *Port Royal*, you are to steer down 3 or 4 miles off shore, until past *Morant bay*; as the coast from the east end to the southward of *Rocky Point*, is lined with a reef that stretches 2 miles at sea, and part of which reef generally breaks.

From *Rocky Point* to the westward, the coast continues rocky, about one mile from the shore, as far as *Morant bay*; then it is clear till you come to the white cliffs, called the *White Horses*, of which there are some rocks about half a mile from the shore.

From the *White Horses* to *Yallah's Point*, the distance is about 13 miles; in running it down, when the former bears north, and *Yallah's Point* west, you will have soundings, and frequently see the bottom in 7½, 8, 9, and 10 fathoms; and as you approach *Yallah's Point*, the water deepens till you lose soundings.

From *Yallah's Point* to *Cow Bay Point*, there is no danger; this Point is low, but bold to, as well as all the coast to the westward as far as *Plumb Point*. The course between the two Points is W. by N. 8 miles; but if you are 3 or 4 miles from *Cow Bay Point*, you must steer more to the northward.

Plumb Point is the south east point of the *Pallissadoes*; you may run in boldly for it, and approach its extremity within half a cable's length, having nothing to fear till you are abreast of it, and off the *Middle Ground*. Between this and *Plumb Point* is the entrance of the *Eastern Channel* into *Port Royal*. When you bring *Rock Fort N.* by E. or N. N. E. you will come over a *Cross ledge*, just as you are out, and in with the leading mark, which is the magazine on the highest part of *Saltpond Hill*, or on the *Nab* and flag staff on the fort at *Port Royal W.* by N. or the north part of the *Twelve*

Apostles battery, and the magazine of Fort Charles in a line. The cross ledge is rocky ground; in going over with the above marks you have 7½, 10, 10½, 11, 11½, 13 and 15 fathoms water.

You sail down with those marks which lead you near mid-channel, till you are abreast of *Lime Key*; then a little to the southward toward *Rackham Key*, giving *Lime Key* a good birth, till you open *Port Royal* between *Gun Key* and *Rackham Key*. Thence go between these two Keys, in mid-channel, and immediately after they are passed, steer directly for *Port Royal point*, till you bring the full of *Yallah's Hill* on the centre of *Gun Key*, which will bring you between the *Knowl* and *Port Royal point*; you may approach the point within half a cable's length, and by sailing close to it, you will also pass between it and the *Harbour Knowl*, which lies to the westward, about the length of a cable and a half, with 19 feet on it.

Having passed the point, steer to the northward, till the *Admiral's Penn* comes to the north of *Gallows point*. This mark leads you clear of *Old Port Royal*, where you may anchor abreast of the dock yard, or even before you come to it. With a land or north wind the channel between *Gun Key* and *Port Royal* is to be preferred; then the *Twelve Apostles Battery* on the south angle of *Fort Charles* leads you clear of *Gun Key Reef*.

Strangers, in case of necessity, might pilot their ship down to the anchorage, in the channel, even when the marks are not to be seen, as nothing is to be feared on the side of the *Palisades*, which is low and bushy. They must only keep within ¼ or ½ of a mile of *Plumb point*, and steer down by the *Palisades*, till they bring *Lime Key* to bear S.S.E. or S.E. by S. then they anchor in 15, 16 or 17 fathoms, near the middle of the channel.

The most remarkable shoal in the east channel, is the *Middle Ground*, or *Eastern Middle Ground*, which lies 1¼ mile S.S.W. from *Plumb Point*; it consists of two patches, rocky bottom; the east patch having 12 feet, and west patch (about 70 fathoms to the W.N.W. of the other only) having 9 feet; they are divided by a narrow swatch 10 fathoms deep, and both break with strong sea breezes. You may sail within the *Middle Ground*, or without it to the southward, as necessity requires, but to the northward is the best and safest channel. The soundings in that channel are uneven, from 7 to 19 or 20 fathoms; but when you are past the *Middle Ground*, they are regular, from 19 to 13 fathoms between *Rackham* and *Gun Keys*.

The first Key you meet with, steering from the *Middle Ground* towards *Port-Royal*, is *Lime Key*, from the north end of which a reef stretches about a cable's length; your eye is the best mark for it, as it is generally seen; to the westward of the Key lies another shoal, with 8 or 10 feet upon it.

The *Knowl* off *Port-Royal point*, is the third shoal; it is a small hard coral bank to the southward of the Point, with only 16 feet water upon it. If your ship draws 12 or 13 feet water, you must be careful to keep clear of it.

I. To go within the *Knowl*, the leading mark is to bring the highest bush on *Gun Key*, (which is near the middle of it) in one with *Yallah's point*; you have then 10 fathoms water, and the channel is 70 fathoms wide. The mark to strike the *Knowl*, is, the south point of *Gun Key*, on the high hill of *Yallah's*, or a ship's length open of *Yallah's point*: the breast mark is the church on the 7th or 8th embrasure of the fort, *Sandy Key* just open with *Lime Key*, and you will have 16 or 17 feet water.

II. To go between the *Knowl* and the *Middle Ground*, which lies about 300 fathoms to the south-westward of it, the leading mark is *True Land's hummock*, within *Yallah's*, on the southernmost part of *Gun Key*: or *Yallah's point* well open to the northward of the north point of *Rackham's Key*. This channel, which is the widest, and has 12 fathoms water, is mostly used when taken with the land wind. When the church is on the second embrasure,

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counting from the westward, this *Middle Ground* is called the *Western Ground*. The anchorage is good all over *Port-Royal harbour*; but the best anchoring for ships that are bound to sea, is in 9 fathoms, with a notch on the east side of a high mountain, called the *Leading notch*, a little open to the eastward of *Fort Augusta* and *Rackham Key*, in one with *Port-Royal point*.

To go to sea from *Port-Royal*, you make use of the *South*, or the *New Channel*; the small craft generally go through the *East channel*, but it is to be avoided by large vessels, except they are prime sailors, and have a strong land breeze or north, with an appearance of its lasting long enough to carry them through.

When you are bound through the *South channel*, you should get under weigh with the land wind, as soon in the morning as you can see the marks, observing that the current then sets most commonly to the westward. The great leading mark is the *Leading notch* in one with the magazine at *Fort Augusta*, which is the easternmost building of the fort. This carries you clear through in 16 or 17 feet water. To keep well to the westward of the *Middle Ground*, be careful not to bring the church steeple upon the corner of the wall with embraures, until *Yallah's hill* is brought in one with *Lime Key*. In case you should not see *Yallah's hill point*, look for a *Hummock* on *Hellshire*, and when it is open of *Salt Pan hill*, you are to the southward of the *Middle Ground*, which, as we heretofore observed, is here called the *Western Ground*.

The *Middle Ground* is a large coral bank, which often breaks with only 3 feet on it in the middle; the north and west sides are almost steep. On its N. W. edge lies a buoy, whose marks are *Port Royal tower*, on the 4th embraure of *Fort Charles*, counting from the westward, and *Hellshire hummock* on the flag staff of *Fort Small*.

When you have opened *Hellshire hummock* with *Fort Small*, you steer out with the *Leading notch*, a little to the eastward of the magazine, which carries you between the *Drunken Man's Key*, the *Turtle heads*, and the *South Knoul*, or to avoid these heads, you are to haul up so as to bring the church steeple to the easternmost part of the fort, and continue to keep that mark until the *South Key* is brought on with *Yallah's point*. Then you may haul to the westward, if the wind will permit. But if you should not keep up the leading mark, and the church steeple should come near the corner of the fort, you must then come to, or tack and stand in. The mark, when ashore on the *Turtle heads*, and *Three fathom bank*, is the church steeple on the magazine of the fort and *Spanish town land* just open.

When *Maiden Key* is open a ship's length to the southward of *Drunken Man's Key*, you are then to the southward of *South Knowls*, and should bring the *Leading notch* in a line with the magazine, which will bring you close to the westward of the *Little Portuguese*, in 8 or 9 fathoms: when *Yallah's hill* comes to the southward of *South Key*, you are then clear of the *Portuguese*, and may haul to the S. E. giving *South Key* a birth of about a mile.

Drunken Man's Key is a narrow ledge of rocks just above water, covered with some loose sand, that gives it the appearance of a sand bank. To the southward of it, about $\frac{1}{2}$ mile, there is a shoal which breaks with strong sea breezes, and between it and *Drunken Man's Key* is a channel, having 6 or 7 fathoms water.

The *Turtle heads* are three dangerous spots, with 10 or 11 feet water on their shoalest part, and deep water close to them. The *South Knowls* to the S. E. of these heads, are two small patches about 70 fathoms asunder, with 23 feet water on them. And to the S. by W. of these lies *One bush reef*, which always breaks, and is almost steep to. The *Three fathom bank* is a large coral shoal, with 19 or 20 feet water, which breaks with strong sea

breezes. A small patch about $\frac{1}{4}$ mile to the S.S.E. of it has 20 feet water, it is called the *Warrior's bank*, from the English ship the *Warrior* having lost her rudder there in 1782.

On the east side of the south channel, the *Little Portuguese* is the southernmost shoal; it has from 22 to 26 feet water, and in general a great swell.

The *New channel* lies to the eastward of the *South channel*, and almost parallel to it, and was surveyed, buoyed, and first used by order of Admiral *Affleck*, while he commanded on the *Jamaica* station; it is certainly preferable, on many accounts, to the *South channel*; it has smooth water till you come to *South key*, with good anchoring ground, easy riding, and a facility of going to sea to the southward with the sea breeze, as far as S.E. &c.

The leading mark to enter this channel is a remarkable flat hummock on the mountain to the N.N.W. of *Port Royal*; when the middle of this hummock is in a direct line with the *White house*, standing to the N.W. of *Fort Augusta*, it leads you to the westward of the harbour and *Point Knowls*, as well as between the east edge of the *South channel*, *Middle Ground*, and the west end of *Rackham's key shoal*. You steer with these marks on till a remarkable round hillock to the westward of *Stony hill barracks*, comes open to the eastward of *Gun key*.

After you have opened this hummock, you steer away to the southward, keeping it open till a saddle in the mountains to the N. W. comes in a line with *Fort Small*. Then you bring the same hummock on the centre or west edge of *Gun key*, which marks carry you to the westward of the shoals on the east side of the channel, and about $\frac{1}{4}$ mile to the eastward of the *Great Portuguese*, and as soon as *Portland* appears like an island, you may then haul to the eastward, being clear of the reef and shoals of *South key*.

The shoals in this channel are—

I. The *South channel Middle ground*, (on the east side of which there is a buoy) and the small shoals to the southward of this ground.

II. The *Great bay shoal*, which has 16 feet least water, and a floating beacon in 18 feet.

III. The *Four fathom knowl*, a very small spot, with no less than 24 feet water on it, and deep water all round. Ships of 20 feet draught may sail over it, as the water is smooth.

Between *Great bay shoal* and *South key breakers*, there are two shoals; the northernmost about $\frac{1}{4}$ mile S. by W. from the former is steep, and a small part of it appears just above the surface of the water. This shoal almost always shows itself by the rippling on it. About half way between this and the breakers lies the second shoal, having only 16 feet water.

The *South key breakers* have a buoy upon them. The marks for the west edge of this reef is the *Leading notch* open a little to the eastward of the *Captain house*, and a saddle mountain to the north-west, and *Fort Small* in one.

Half a mile to the southward of these breakers is the *Eighteen feet reef*, remarkable by the great swell upon it. To the westward of that reef lies the *Great Portuguese*, which is the southernmost shoal on the west side of the channel.

When you come from *Port Royal* to *Portland*, being clear of the *South* or *New channels*, the course is S.W. distance 10 leagues; but you must keep farther to avoid *Rock reef* and the key. There are soundings so far out as to bring the easternmost land of *Hellshire* to bear N. by E. and *Rocky point*, or the southernmost land of *Portland* N. W. by N. At the same bearings soundings have been found from 17 to 23 fathoms, and the next east no ground with 80 fathoms line, though not a ship's length between the first and the last. Upon this flat are several keys, two of which bear from *Portland* E. distance two or three miles, and *Negro head rock*, with the other keys, lie

in N.E. by which is the going into *Old Harbour*; right off from *Portland* you have gradual soundings for 8 or 9 miles.

From *Portland* S. distance 13 or 14 leagues, lies *Portland rock*, which is a single key, and little higher than *Drunken man's key*, off *Port Royal*, with small bushes on it; a mile from this rock are knowles of 14 and 15 fathoms water.

To sail into *Carlisle bay*, or *Withy wood road*, you must keep to the westward, till you bring a little round hill in the bay to bear N. or N. by W. (taking care in coming from the eastward to keep off shore, so as to avoid *Rocky point*, to which you must give a good birth of 3 or 4 miles.) Keep the same bearing as you run in sight of the *Old Fort*; then between you and the hill, in 10, 8, 7, 6, 5, 4, 3½ fathoms water, when you will be within a mile and a half from the shore. The fort N.E. or N. N. E. is the best place to anchor in for loading, because your boats can sail both ashore and aboard with the sea winds, and then *Rocky point* will be on the southernmost point of *Portland*, bearing E.S.E.

Withy wood lies about 5 leagues from *Portland point*; it is an open road, only sheltered from easterly and northerly winds, and open to S.W. and southerly. There is little danger coming in; only bring the town to bear N. or N. N. E. from you, and then run in and come to an anchor in 3, 4, or 5 fathoms, muddy ground; it is a flat a long way off, so that you lay a great distance from the shore. In going out you may get under sail when you please; there is little or no danger but what you may see. No tides here, but a strong westerly current generally runs in the evening. Variation 6° 30' east.

If you want to anchor off *Milk river*, a little more to the westward you must do as for *Carlisle bay*. Between this and *Pedro bluff* is *Alligator pond*, a dry key, 2 or 3 miles long, having a sandy reef round it even with the water, and there is 3 fathoms water within, and good soundings, 3½ and 4 fathoms for a long way without it.

From *Portland point* to *Pedro bluff* or *Point*, is near 16 leagues W. by N. Off this bluff there are soundings for 5 or 6 miles, the edge of which runs E. S. E. and W. N. W.

From *Pedro bluff* S. 7° E. distance 14 or 15 leagues, are the *Pedro keys*, towards the east end of *Pedro shoals*; to anchor there in 9 fathoms water, hard ground, you may bring the easternmost key E. one half S. distant 4 or 5 miles; the *Middle key* S. E. one half S. and the *Western*, or *Savannah key* S. by E. ½ E. There are soundings for 3 or 4 leagues to the westward, in the following depths, 9½ to 7, and then to 10 fathoms hard ground.

From *Pedro keys* S.W. ½ W. about 24 leagues, is *Paxo Nuevo*, a bank called by the English, *The New Boar*, being about S. 32 leagues from the W. end of *Jamaica*.

Observe, that in running through *Pedro shoals*, you will see several spots and breaches S.W. about 5 leagues from the keys; and round breaches S.W. by W. two leagues from them. The breaches are about a cable's length; when you come abreast of them, you will see, from the mast head, a very large track of breakers, bearing about S.W. by W. and W.S.W. 5 leagues from you; and 5 leagues from those, a round spot, which breaks pretty high, and is the westernmost breach of the shoals. Being come to the westward of the round spot, about 5 leagues, you may haul gradually over, in 9, 10, or 11 fathoms, and sometimes overfalls where you have no ground. In running down before the wind, you must give these breakers a good birth, and come no nearer than nine fathoms at most, the banks being very steep all along; in hauling a little to the southward, you have very deep water.

Some pilots pretend, that where you do not see it break, you may run over the shoals any where, and not find less than 3 or 4 fathoms; but no stranger ought to make the trial.

Baro Nuevo has a key, which is about two cable's length long, and one third broad; stretching E. by N. and W. by S.

To anchor at *Baro Nuevo*; bring the easternmost point of the reef to bear E. N. E. distance 6 or 7 miles, and the small sandy key E. S. E. distance 3 or 4 miles, the westernmost breakers in sight from the deck of a 20 gun ship, bearing S. S. W. then you will have hard sandy ground. Observed at anchor, and found the latitude $15^{\circ} 57'$ N. and sounded from the ship S. by W. two cable's length, and had 10; at three lengths 8, at a mile $7\frac{1}{2}$ fathoms, all coarse sandy ground. In my sounding fell in with a rock, with seven feet water upon it. The ship bore from the rock N. by W. $\frac{1}{2}$ W. distance $2\frac{1}{2}$ miles; and the Key E. N. E. $2\frac{1}{2}$ miles S. by E. $\frac{1}{2}$ E. from the rock at Knowl; at the distance of one fourth of a mile, there is another Knowl with 4 feet water; both of them are steep to, and not bigger than a boat, I sounded from the Key to the ship, one third of the way five fathoms, one half way $7\frac{1}{2}$, and $\frac{2}{3}$ ths of the way $8\frac{1}{2}$ fathoms.

From *Pedro Bluff* to *Black river*, the distance is about 6 leagues N. E. If you should want to go into this last place, you must keep *Pedro bluff* open of *Parratee point*, till you bring the church in with a gap on the high land, or to bear N. E. Easterly; then steer right in for the church, which will carry you into the best of the channel. It is full of heads of coral rocks.

The soundings become narrow at *Bluefield's point* (*Crab pond point*) but you may sail down by them. If you steer in for *Bluefield's bay*, you will have 7, 6, $5\frac{1}{2}$, $5\frac{1}{2}$, and $4\frac{1}{2}$ fathoms water; and within that depth 7 and 8 fathoms. The bay through is foul ground, and you must seek for the best sandy spot for your anchorage. To come to an anchor there, you must keep the land to the eastward in sight, open of the point, until you bring the leading mark, (which is the *Overscer's house*, on the west side of the bay, standing upon a small round hill) in one with the *Tavern*, by the water and riverside, they bearing, when in one, N. E. by E. Then steer in for them till you can bring the easternmost point of the bay to bear S. E. by E. or S. E. by S. when you will have $4\frac{1}{2}$ and quarter less 5 fathoms water, and the best anchoring ground. The watering place is to the northward of the bluff, in the lee side of the bay; you may water likewise at a stream of *Bluefield's river*, near the *Tavern*.

N. B. The mountain called *Dolphin's head*, is far to the westward of *Bluefields*, and bears due north from *Savannah la Mar*.

Savannah la Mar bears from *Bluefield's point* W. by N. $\frac{1}{2}$ N. distance 8 or 9 miles. The entrance is very narrow, between the *Middle ground*, a small rock, with only 4 feet water, and a reef which has 8 feet; a general leading mark is to bring the fort north, and keep it so all along the channel; but the best and surest way is to bring the large gap at the north end of *Dolphin's head*, in one with the large tree on the low land to the northward of *Savannah la Mar*, bearing N. $\frac{1}{2}$ W. This carries you close to the *Middle ground*, which you will perceive and as soon as it is passed, you haul to the eastward, and anchor in 17, 16, or 15 feet water. But strangers should not attempt to enter without a pilot.

From *Pedro bluff* to *Negril by South*, which lies in lat. $18^{\circ} 17'$ N. the course is W. N. W. or N. W. by W. about 20 leagues.

From *Negril by South* to *Negril by North*, the course is N. $\frac{3}{4}$ E. 9 miles; and all round this *West end of Jamaica*, it is flat off, with good soundings for a long way. Between *Negril by North* and *Lucea harbour*, or *St. Lucy* are

several places, as *Orange bay*, *Green island*, and *Davis's cove*, which are seldom used but by those who go thither on purpose to land, and have pilots on board.

Lucea harbour is about 15 or 16 miles north-eastward of *Negril by North*. When you are out in the offing, the marks to know this place, and sail into it, are as follow: open the harbour, by bringing the *Dolphin's head* to bear south, then steer right in, which will lead you in sight of the fort. You may borrow as close to the east side of the harbour as you please; but on the west side you must not come too near, for there lies a stony bank (about a musket shot north from the point on which the fort stands) to which you must give a good birth.

On the east side you will have 7, 6, 5½, and 4 fathoms water, very good anchoring ground, till you come to the anchorage in the harbour, in 5½, 5, and 4½ fathoms. In the middle of the harbour there is a small rock, which is steep all round.

Mosquito cove is an excellent harbour, secure from all winds; the channel at the entrance is little more than half a cable broad, but it widens as you go in, with a depth from 7 to 6, 5 and 4½ fathoms, mud.

Montego (or Monteca) bay, lies E. by N. from *Lucea harbour*, about 20 miles. In going in there, if you sail from the eastward, you must give the point a good birth of 5 or 6 miles, as you come down, (on account of the reef which runs off, and may be seen) till you open the town, and bring the *Gun Tavern* to bear S.E. Then stand in for it, which will carry you clear of the reef to the westward, and thus run in till you shut in the point to the northward of the fort, when you will come upon soundings in the bay.

In sailing along the reef, you have 10, 12, 14, 15, 20, and so on to 30 fathoms water in the bay, it being a shelving bank. If you come to an anchor in 20 or 30 fathoms, your anchor will not hold: if in deeper water, you are in danger of driving off the bank. To come to the best anchoring ground, which is in 9, 10, 11, or 12 fathoms water, you bring the fort to bear N. by E. and the *Gun Tavern*, E. by S. but with small vessels you may go up the bay to anchor in 7, 6, 5, and 4 fathoms.

In working from hence to windward, when it is clear weather, you may discern the *Copper hills*, the highest on the island of *Cuba*. They bear from *Montego point* N.E. by N. distant about 34 leagues; and from *St. Ann's bay* N. and N.N.E. about 30.

From *Montego point*, 7 leagues E. lies *Martha Brea*, or *Brac*, where vessels load; though the place is frequented only by those who go there on purpose. There is a bar, with 16 or 17 feet in going in, and the passage in coming out, between the *Triangle rocks*, is not more than 60 feet wide, with 6½ or 7 fathoms water.

About 14 miles to the eastward of this place, you come to *Rio Bueno*, where a ship may lie, bringing the point N.N.W. in 8 or 9 fathoms water. The bank is steep.

From *Rio Bueno*, 4 or 5 miles eastward, is *Dry harbour*, a good place for small vessels, but the channel is narrow, and has but 16 feet water.

Fifteen miles further from *Dry harbour* is *St. Ann's bay*; the usual method of going in there, between the two reefs at the entrance, as the water is clear, is to sail close to the westernmost reef, leaving it on the starboard side: but there is always a pilot at this place. You anchor in 6½ or 7 fathoms, good ground.

About 10 miles to the westward of *St. Ann's bay* is *Ocho rio*, (or *Ochee reef*) bay, to anchor in which, you may sail by the reef to the westward. This reef spits off from the east side of the bay; so you must haul up, and bring its westernmost part N.N.W. or N.W. in 7 fathoms water. There is another

reef to the southward of you, but as the water is very clear, your eye may be your pilot.

From *Ocho Rio bay* to *Ora Cabeza bay*, an open anchorage to N. and N.W. winds, the distance is 12 miles east. *Galina point* is about 5 miles east of this last bay; and *Port Maria* another open anchorage, 4 miles to the southward of *Galina point*.

To sail into *Port Maria*, from the eastward, you will see the high island of *Cabarita*, which must be kept a little to the larboard bow, so as to give the north part of that island a birth of a pistol shot: then luff right in, and anchor close under the island, in 4 or 5 fathoms water, where you will be within a cable's length of the island, and one and a half from the main; small vessels may anchor between the island and the main. Observe that when you lie here at any time, you must buoy your cables, because ships are too often apt to heave their ballast overboard, and spoil the ground.

If you are to sail from the eastward into *Ora Cabeza*, you must go in by the west of *Gallina point*; but if you are off at sea, and want to go in for that point, you must bring the westernmost land of the *Blue Mountains* S. by E. $\frac{1}{2}$ E. and keep it so, which will lead you in with the point. To anchor in *Ora Cabeza bay*, bring the easternmost point of the reef N.E. by N. distance about one fourth of a mile, and a house upon the hill, on the larboard side, S.E. by S.: bring also the *Guard house*, on the west side of the river S.W. by S. distance half a mile, and the westernmost *Bluff point* W. by N. then you will have 5 $\frac{1}{2}$ fathoms water, sandy ground. You may also anchor further in, under the *Red cliff*, bearing W.S.W. and there you will have deep water.

Thirteen miles S.E. of *Porto Maria*, is *Anatta bay*: to sail into this open anchorage from the eastward, you must steer down for *Green Castle windmill*, until you bring *Old Shaw's house* (in the middle of the bay) south of you: then push in directly for the said house, which will carry you clear of the westward of the *Schoolmaster*, the only shoal in the bay. As the bank is steep and narrow, the first sounding is 9 or 10 fathoms water; therefore you should have your anchor clear, and moor in 6 or 7 fathoms, when you will be $\frac{1}{2}$ of a mile from the shore.

About 9 leagues S. by E. $\frac{1}{2}$ E. from *Anatta bay*, is *Port Antonio*, which was formerly a King's port, and there still are to be seen the remains of the careening wharf, &c. It is divided into two harbours, viz. the *East* and the *West*. To sail into the *East harbour*, coming from the sea, bring the eastern part of the *Blue Mountains* to bear S.S.W. and steer in that course, which will carry you in sight of the *Commodore's house*, upon *Navy island*: keep that on your starboard side, keeping about mid channel between *Navy island* and the east point of *Mr. Pleasant's house*, (which is two stories high) open of the *Fort point*. There is in the middle of the *East harbour* a reef of 7 feet water, which keeps off the swell sent in by a north wind; and without or within this reef you may anchor; if you elude the latter, you must keep over to the *Fort side*, till you open a great *Cotton tree*, with *Mr. Trower's house*, on the east shore; then you may haul up, and come to an anchor in 7 fathoms water, good holding ground both here and without: indeed it is difficult to get the anchors out of the ground. The *East harbour* is not so secure as the *West*, being exposed to the north, which sends in a great swell; but its channel being broader, is not so difficult.

If bound into the *West harbour*, after making the entrance, which may be seen 2 or 3 leagues off, by the houses on *Titchfield*, or *Navy island*, you may run close to *Tolly point*, and then steer on for the *Fort* till you bring some negro huts below *Bryan's house*, open of the *Old warehouse*: this keeps you clear of the shore lying off *Navy island*, on which are coral rocks, whereon you have not more than 9 or 10 feet water. You may keep as close to the

breakers off the Fort, as you please, being steep to. When near abreast of the *Old wharf*, you may haul in, and anchor at pleasure, in 6 and 7 fathoms, muddy clay. The entrance of this harbour is so narrow, (not being above 70 fathoms wide) that it must not be attempted, without a leading wind. There is a channel for vessels of 9 or 10 feet draught of water, through the reef, to the westward of *Navy island*.

The tides here are not regular, but influenced by the winds, the variation in 1771, was $17^{\circ} 15' E$.

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Directions for sailing from Port Royal to Morant Point, or the East end of Jamaica.

THE best way, in sailing from *Jamaica*, for the *Windward Passage*, is to get as soon as you can the coast of *Hispaniola* on board, where you will never miss of a windward current, and in the evening the wind off shore. Coming out of *Port Royal*, after you are clear of the Keys, reach off till one o'clock, and then you will be well in by the time the land breezes come on. You may turn or stand into 13 fathoms water aback of the Keys, for within that depth it is not safe; they stretch N.E. by E. and S.W. by W.—There is a shoal which lies about $1\frac{1}{2}$ mile off the shore, between the *Tallahs* and the *White horses*; and nothing else till you come to *Morant Keys*, (or the *Ranas*.)—If you have occasion to sail into *Port Morant*, the following directions will be your guide.

Observe a house which stands upon a hill, on a red ground; the hill being right over the road leading to the path, which you may always see; bring that house and the path due north, then you may sail into the bay with safety. Take care not to sail too near the leeward or windward reef, but bring your marks north, as above mentioned. Then you will find 9, 8, $7\frac{1}{2}$, 7, $6\frac{1}{2}$, 6, 5, and $\frac{1}{2}$ less 5 to 4 fathoms water, till you have opened the *Cooper's house* and the *Store house*, on the east side of the bay; after which you come to an anchor, in what water you please; though there is on the same side a bank, right before the *Store house*, and not far from the shore, with not more than 3 and $2\frac{1}{2}$ fathoms on it. NOTE—That this sailing is to be attempted only between the hours of 10 and 2 in the day.

The body of *Morant keys* lies from *Port Morant*, S.E. $\frac{1}{2}$ E. about 11 or 12 leagues. *Carrión Crow hill*, or the first rising hill of the *Blue mountains* to the eastward, bearing about N.W. by N.—N.W. $\frac{1}{2}$ W. likewise the body of *Tallah's hill* N.W. by N. $\frac{1}{2}$ W. joined with the above at the same time; so that by seeing these hills, you may judge of your distance off them, or the shore, as well as the place your ship is in: and night drawing on, you govern yourself accordingly, in turning or sailing.

These keys, which are only 9 or 7 feet above the surface of the water, lie from lat. $17^{\circ} 27'$ to $17^{\circ} 35' N$. There are four of them, called *North east key*, or *Eastern key*; *Sand key*; *Bird key*; and *South west key*, or *West key*; they have all small bushes on them, and there are some cocoa trees lately planted on *Bird key*, by which they may be descried at a greater distance. The *North east key* is bearing from *Point Morant*, or at the east point of *Jamaica* S.S.E. distance 11 leagues; it stretches S. $\frac{1}{2}$ E. and N. $\frac{1}{2}$ W. being in length 2950 feet; from its south end to the south west Key, the bearing is S.S.W. and from the west Key S.W. $\frac{1}{2}$ S. From the north end of the eastern Key to the southern, the bearing is S. by W. and to the west Key S.S.W. $\frac{1}{2}$ W.

When *Morant keys* are bearing S.W. about 4 miles, you have about 18 fathoms water, stony ground, mixed with fine red speckled gravel. When they bear S.W. by S. about 4 miles, you have 16 fathoms; and when S.S. W. $\frac{1}{2}$ W. 6 miles distance, you have 23 fathoms, ground as above.

To know when you are to the eastward of the *Keys*, coming from the southward, note, that *Morant point*, or the *East end of Jamaica*, and the *North east end* of the same, bear from each other N.W. by N. and S. E. by S. So that when the *North east end*, which is high and bluff, is to be seen on those bearings, or to the westward of them, you are to the eastward of all.

Also coming from the southward, and keeping the *Fallah's hill* to the northward of the above bearings, or *Carrión crow hill* to the northward likewise, you are to the westward of the *Keys*.

To anchor, coming from the eastward, borrow no nearer the reef than 6 fathoms. This reef runs down by the north side of the *Eastern key*, and may generally be seen: steer down to the westward by it, until you bring the *West key* to bear S.S.E. or S.E. by S. then haul in for it, and you may anchor in what water you chuse, from 12 to 11, 9, 8, and 7 fathoms, white sandy ground, and at what distance you will from the *Key*: or you must bring the *Key* S. or S. by W. then you come by your lead on good sandy ground, as high as you will in 18, 16, 15, 12, 10, 8, 7, 6, and 5 fathoms water, taking care that you may be able to sail in all kinds of winds: you may go higher under the reef to an anchor, but danger may ensue.

Take always great care that in night time you do not come too near these *Keys* for fear of being drove on shore by the current.

In turning between *Morant keys* and the *East end of Jamaica*, there is good 8 leagues turning ground; and as it happens but seldom that you do not descry some of the land before night, you must govern yourself by its bearings, to act properly in turning or sailing for the night.

NOTE—that the about 11 leagues E. N.E. from *Morant keys*, and E. by S. 16 or 17 leagues from *Morant points*, there is an *Overfall*, having 20 and 16 fathoms water on it; but it is seldom met with, being very narrow.

About 10 or 11 leagues from *Morant point*, between N. and N.N.E. lies the shoal, called the *Formigas*, or *Pismires*. This is a large shoal, stretching E.N.E. and W.S.W. about 10 miles in length, and 6 in breadth; the east end, on whose edge, which is steep to, there is generally a great swell, has 18 or 19 feet water, and several patches of coral, with only 14 and 15 feet: about a mile on the shoal, to the westward of the eastern edge, the water deepens to $4\frac{1}{2}$ and 5 fathoms, and farther, in the same direction, to $5\frac{1}{2}$, 6, $6\frac{1}{2}$, sand, with spots of coral, where you may anchor. In standing over the *Formigas*, when you come to 7 or $7\frac{1}{2}$ fathoms, you deepen your water immediately from 10 to 15, and then no soundings at 20 fathoms. On the eastern edge the bottom is dark, and not easily seen in hazy weather, but to the westward it is lighter, and may be perceived at some distance.

The fall of the highland over *Plaintain garden river*, which is the easternmost high land on *Jamaica*, bearing S.W. by S. it leads you on the *Formigas*; in the day they may be discovered by the discolouring of the water.

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From Morant Point, or the East End of Jamaica, to the South Shore of Cuba, St. Jago, Cumberland Harbour, Ocoea Bay, and Cape Mayze.

FROM *Morant Point* N.N.W. are the *Copper Hills*, mentioned in a preceding article, as the highest land on the south part of the island of *Cuba*;

they are round and peaked, lying a little way inland, and may be descried from most parts of the north side of *Jamaica*, making pretty much alike at all bearings from thence. Sometimes you may see them and the *East end of Jamaica* at the same time. The *Copper hills* bear from *Montego point* N.E. by N. about 34 leagues, and from *St. Ann's bay*, N. and N.N.E. about 30; whence by their bearings, when they can be seen, you may know what places you are abreast of, on the north side of *Jamaica*.

From the *East end of Jamaica* to *St. Jago*, the course is N. 6° E. near 41 leagues.

From ditto to *Cumberland Harbour* N. by E. $\frac{3}{4}$ E. about 44 leagues.

From ditto to *Occoa* or *Sphinx's bay*, near N.E. by N. 54 leagues.

St. Jago is about 22 leagues to the eastward of the *Copper hills*. The *Morro Castle* lies in latitude $19^{\circ} 52'$ when the east point of the entrance of *St. Jago* bears N.E. then the innermost battery is shut in with the west point.

From *St. Jago* to *Cumberland harbour*, which the Spaniards call *Guantanamo*, and is in lat. $19^{\circ} 53'$ the course is E. 12 or 13 leagues; and when you come so far to the eastward, as to bring *Cumberland harbour* N. distance 5 or 6 miles, then the land to the westward of the harbour, and *St. Jago Morro castle* will be in one, they bearing W. $\frac{1}{4}$ N. by compass, and the outermost land to the eastward E.N.E. From hence may be seen the *High land of Grand Ance* on *Hispaniola*, bearing E.S.E. $\frac{1}{4}$ E. and then you will be in lat. $19^{\circ} 45' N.$ *

The going into *Cumberland harbour* is clearly expressed in the chart; the sounding is good 2 or 3 miles without the harbour, but there is a sunken rock on the starboard side going in, about $\frac{1}{4}$ of a mile from the shore, with only 20 feet water on it, where part of the *Augusta's* false keel was struck off; otherwise the shore is bold, with good room to work in it, except off the south shore, at the mouth of *Augusta river*, where begins a bank of sand and mud, by all means to be avoided. To anchor, you may bring *Augusta's river's* mouth to bear S.W. $\frac{1}{4}$ W. and the *Battery point* S.S.E. then you will have 6 fathoms water.

About 6 leagues to the eastward of *Cumberland harbour* is the mouth of a little river, where many small vessels may lie. It is called by the Spaniards *Puerto Escondido*, or the *Hidden port*; and has no more than 12 feet upon the bar; its opening being small, and the west point running out very narrow, it is sometimes very difficult to find out that river. The deepest water is close by the point, but there is anchoring to the eastward to the mouth of the harbour.

From *Cumberland harbour* to *Cape Eucno*, or *Hoka point*, the course is E. by N. $\frac{1}{4}$ N. near 17 leagues. Within this cape is the *Bay of Occoa*, called by our sailors *Hoka bay*, and named also *Sphinx's bay*; the mark for anchoring in the bay, is to bring the easternmost point to bear E.S.E. distance about 1 mile and a half, and then the *Platformland* on *Hispaniola* will be in one with the point. The latitude is $20^{\circ} 6'$. You may anchor in any water from 35 to 7 fathoms, but 16 or 18 are the best depths; and there is plenty of fish to be caught with hooks. Two fresh water rivers run into this bay, the one named *Rio de Mel*, or *Honey river*, lies 2 or 3 miles to the westward of the anchorage; the other, which lies nearer, is to the eastward, and at the bottom of the easternmost gulley, but it is generally dry, by reason of the scarcity of rain in this part. At most times there are at *Hoka bay* Spanish hunters and shepherds, who will supply you with fresh provisions.

* The *Mountains of Grand Ance*, which are the westernmost high land of *Hispaniola*, are often seen also between *Cape Maye* and *Cape Nichol*; they may be descried at 30 or 40 leagues distance; and by their situation and bearing, become a good guide in working up through the *Windward passage*.

From *Hoka point*, or *Cape Bueno*, to the pitch of *Cape Mayze*, the course is N.E. and the distance about 5 leagues.

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From Morant Point, or the East End of Jamaica, to the Navaza, Cape Tiburon, and Cape Donna Maria, on Hispaniola.

FROM the *East end of Jamaica*, to *Navaza island*, the course is E.N.E. $\frac{1}{2}$ E. about 21 leagues. But in sailing from the *Navaza* to the *East end*, it is best not to attempt to steer to the westward of S. W. by W. for the following reasons: 1st. If you have a weather current, it would naturally throw you to the northward of the *East end*; 2d. If a lee one, it would set you between *Morant Keys* and the *East end*, and you should likewise see the land before you had got the distance.

The *Navaza*, a small island, not very high, and having nothing upon it, is steep all round, and lies in lat. $18^{\circ} 18' N$.

It has been observed that the current generally sets to the eastward or northeastward, between the east end of *Jamaica*, in the track of *Navaza*, and the west end of *Hispaniola*; and to the northward or southward of this track the current has not been perceived. As you approach *Navaza*, you will frequently meet with light unsteady winds, and a weather current.

From the *Navaza* to *Cape Tiburon*, the course is E. southerly above eleven leagues. This cape appears on the top with many white places, like ways or roads, and is the highest on the west coast of *Hispaniola*; it makes the north side of a small bay, called from it "*Tiburon bay*", the opening of which, from side to side, is but $1\frac{1}{2}$ mile over. Running with the sea breeze, you must give the south or lower point a birth of half a mile; and when you have opened the bay, so as to see the houses, push right in N.E. It shoals gradually from 15 fathoms to 7 or 6, where you anchor in good ground; the cape bearing W.N.W. 2 or 3 miles, and the S. point S.S.E. or you may bring the south point to bear S.E. by S. distant half a mile, and then you will be right against the river or watering place.

All night you have a fresh land breeze at N.E. and all day fresh sea breezes at S.E. by E. If you moor, lay your best anchor to the S.W. and the small one to the N.E. Here you can find good fresh water, and plenty of good limes; but the inhabitants of a dozen houses near shore will not suffer you to cut any wood. There is generally a great swell in the bay, and a great surf on the beach, unless it is very good weather.

The course from the east end of *Jamaica* to *Cape Donna Maria*, alias *Cape Dame Maria*, is E.N.E. $\frac{1}{2}$ E. 33 leagues, and from the *Navaza* to the same

* *Tiburon bay* is about half a mile deep to the eastward. On the north shore it is deep to within two or three cable's length of the rocks, and within half a cable's length you have 6 and 7 fathoms, stiff clayish ground. On the E. and S.E. shores, you have 4 and $4\frac{1}{2}$ fathoms, fine muddy ground, within a cable's length, all round the shore. No shoals or rocks all over the bay, as we could find. The edge of the soundings runs as the bay forms, half a mile from its head. You may anchor any where in the bay; but bring the point to the eastward, to bear S. by E. and the cape to bear W. by N. $\frac{1}{2}$ N. in 4 or 5 fathoms; from that to 8 or 9 is very good ground; wooding and watering in great plenty. You may either land your casks and roll them over a narrow neck of land into the river, or fill them in your boats with buckets. No refreshments of the meat kind, but some vegetables and fruits, as limes, &c. There is a small battery of 5 guns, mounted on a hill above the houses on the bay, to command the watering place, which would annoy small vessels. No shipping here; their trade consists chiefly of indigo, coffee and cotton.

tape N.E. by E. 12 leagues. *Cape Donna Maria* is about 7½ leagues to the north of *Cape Tiburon*, the course being N. by E. or from *Cape Tiburon* to *Irish bay point* N.N.W. and from thence to *Cape Donna Maria* N. by E. The land between the two capes is pretty high, rugged and uneven, till you come within two or three leagues of *Cape Donna Maria*, when it is somewhat lower. There are soundings a good way betwixt them. There is also a small bay 2 leagues to the northward of *Cape Tiburon*, called *Irish bay*, in which wood and water are to be had; and about 2 leagues farther up north, off a small point, lies the *Whale*, a reef or ledge of rocks, 4 miles from the shore right off, which must be avoided; this ledge bears from *Cape Donna Maria* S.S.W. 3 leagues.

Cape Donna Maria lies in lat. 18° 33' being about the height of *Beachy head* bluff, and steep to the water side, and of a reddish colour. There is a bay to the southward of the cape, which is called by its name, and is a good place for wood, water, and fish; it shoalens gradually, and you may run in till you bring the cape to bear N. ½ E. one mile and a half; the white cliffs, (to the southward of which is the fresh water) E. by S. the south side of the bay S. ½ W. and the large white house on the hill by the water side E. N.E. ½ E. from 16 to 8, 7, 6, 5½, and 5 fathoms water, good sandy ground all over. Within the cape in the bay, there is a low point with a small red cliff a quarter of a mile in length, which makes the cape remarkable. From this point lies a shoal right off, a mile or two, which shews itself very plain; after you are clear of this shoal, you may steer into the bay in what depth you choose, keeping your lead going as you come in. There are no houses in *Donna Maria bay*, which may be seen, but the large white house above mentioned, and another about two miles to the southward, by the water side. From *Cape Donna Maria* to *Cape Nicholas*, the course is N.E. or N.E. ½ E. distance 32 leagues.

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Sailing directions for the Coast of St. Domingo, and Passages near that Island.

THE best direction to make the island of *St. Domingo* is to run down between the latitudes of 19° 20' and 19° 50' taking care never to go farther to the northward. In this track you will make the land, either by *Cape Cabron*, or near *Old Cape Francois*, and will keep clear of the *Silver key*, as well as out of the currents of *Samana bay*.

Cape Saman is of a middling height, and steep at its extremity; you see it at the same time you make *Cape Cabron*, from which it is distant 3 leagues, nearly S.E. and 6° from the true N.

Cape Cabron is higher and steeper than *Samana*; the coast is green, and covered with large trees. From *Cape Cabron* to *Old Cape Francois*, the coast forms a deep bight, called *Scot's bay*, covered by a reef, close to which there is a great depth of water. The shore is low, and not seen at any great distance. You must avoid getting into this bay, and steer direct for the *Old cape*, which bears W.N.W. ½ W. and is distant 15½ leagues.

The point of the *Old cape* is low, and stretches out in the form of the snout of a porpoise; at 5 or 6 leagues distance to the N.N.W. of *Cape Cabron*, in a clear day the *Old cape* is seen making like an island, whose ends gradually slope into the sea. When you have made *Cape Cabron*, being 4 or 5 leagues to the eastward of it, you must sail 20 leagues N.W. ½ W. and will pass 5 leagues to the northward of the *Old cape*; then you steer W. by N. when having run 15 leagues, you see *Point Casrouge* about 3 leagues distance from

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you ; continue on for 5 leagues, when *Isabellica*, or *Isabella point*, will bear S.W. $\frac{1}{2}$ W. distant 4 leagues ; having got thus far, you have nothing to fear, and if it was necessary you might keep within half a league of the shore, the coast being very clear.

Being about 4 leagues off to the northward of *Old Cape Francois*, the *Old cape point* appears like a porpoise snout projecting to the eastward, and 3 leagues farther west is a point named *Cape la Roche*, very much resembling it, and running to the westward. The coast between them lies W. 3° N. and E. 50° S. It is low, rather steep to the sea side, and covered with trees remarkably green.

Towards the point of the *Old cape*, a mountain is perceived inland, which in clear weather can be seen 15 leagues off, and is a good mark to point out the *Old cape*.

From *Cape la Roche* the land bends in for about 2 leagues, and forms a bay pretty deep, and covered by reefs. The coast then runs along to the W. and, rising in height to the northward, comes to *Point Mascouvy*, which bears W. $\frac{1}{2}$ N. from *Cape la Roche*. This point is high, and its shore bold ; it serves as a mark for the small harbour of *St. Jago*, which is 3 leagues distant from *Port Plate*.

Port Plate lies 13 leagues from the point of the *Old cape*, and bears from it W. by N. It is known by a mountain at some distance inland, which appears insulated like the *Grange*, though not in so precise a manner. The anchorage is good, and the entrance nearly covered with mangrove islets, which you range along, leaving them on the larboard hand ; when you are within these islets, you anchor in from 17 to 20 fathoms, good bottom.

In approaching the coast, you perceive to the westward a huge cape, very high and steep ; this is *Point Casrouge*, which is easily known by its size.

The course in the bight from *Port Plate* to *Point Casrouge* is bordered with reefs very close to the shore, and does not admit of any anchorage.

The *Old cape* and the large point of *Casrouge* bear from each other W. 18° N. and E. 48° S. 17 leagues. Being about 3 leagues north of *Casrouge* you see a low point projecting out of the westward, which is remarkable by its having the appearance of being detached from the coast like an island ; it is *Isabellica* or *Isabella point*, the northernmost of the island of *St. Domingo* ; it bears with the huge *Casrouge*, W. 7° N. and E. 7° S. and is distant from it 7 leagues.

Between these two points is a deep bight called *Port Cavaille* ; then comes *Isabella point*, which forms a bight to the eastward, where is anchorage for vessels drawing 12 or 13 feet water, and sheltered by the reefs ; the entrance is easily known when you have run to it along the reefs.

On the west side of *Isabella point* is a pretty extensive anchorage, and more easy to gain than that of the east, but the ground in many places is foul ; there is from 5 to 7 fathoms water.

From *Isabella point* to the *Grange* is 10 leagues ; they bear from each other W. 10° S. and E. 10° N.

Being within 4 leagues N.E. $\frac{1}{4}$ E. of *Isabella point*, if you would pass without the shoal which lies off the *Grange* (called *Haut fond de la Grange*), you must steer a few degrees to the northward of west 12 leagues, and then this shoal will bear about south, distant 2 leagues. But should you choose to go in the mid-channel, between it and the *Grange*, you must steer W. by S. $\frac{1}{4}$ S. and after you have run 12 leagues it will remain to the northward of you about a league.

The coast between is bordered with reefs, among which the entrances are narrow and dangerous.

West of *Isabella point* is *Point la Roche*, or *Rocky point*, to the westward of which is an anchorage for large vessels, which being very bad, ought only to be used in case of necessity.

To gain this anchorage you must haul very close to *Point la Roche*, and anchor as soon as you are in 12 fathoms, white bottom.

This anchorage, which is sheltered by the reefs that are N.N.W. of *Point la Roche*, lies 3 leagues from *Isabella point*.

The *Grange point* is known by the mountain of that name, and is seen at a great distance, before you perceive the sea coast. This mountain, which is insulated, and stands upon a low peninsula, has very much the appearance of the roof of a barn, from which it takes its name, *Grange*. The N.W. part of it is bold, and you may approach it within a quarter of a league, or even less.

On the N.N.E. part of it lies the *Haut fond*, 2 leagues off; it is a white shoal of not more than two cable's length each way: there is a small spot on the shoal with only 25 feet water, on which the *Ville de Paris* struck in 1781. Close to it is 6 fathoms, then 10 and 15, and suddenly no ground.

The white ground has generally scattered rocks, so that it cannot be ascertained whether there may not be some spots on it, even with less than 25 feet. When you are on this shoal, the *Grange* bears true S. 26° W.; you will then have the islets of *Monte Christ* open of each other, the westernmost of them bearing true S. 30° W.

There is an anchorage under the *Grange*; to take it you must range along the islet of *Monte Christ*, and let go your anchor as soon as you have 6 fathoms, but under the south side of the westernmost islet you may anchor farther in 4 fathoms. From the *Grange* you see the mountains above *Cape Francois*.

To avoid the shoals off the *Sandy islet*, which is one of the *Seven brothers*, when you are 2 leagues to the northward of the *Grange*, steer W. or W. by S. 3 or 4 leagues; then you may haul up half a point more to the southward, till you see *Morne (hummock) Picolet*, towards which you must sail as soon as you can perceive it. The *Grange* and the *Hummock* lie from each other E. 15° N. and W. 15° S.

To the westward of the *Grange* are the *Seven brothers*, which are low islets, and most of them covered with mangroves. There is a channel between them and the coast of *St. Domingo*, which vessels sometimes use going to *Manchineel bay*, but it is very shoal and narrow; there are also channels between these islets, but in white grounds, which are always uneven and dangerous.

If you go into *Manchineel bay*, you must, at one league to the northward of the *Grange*, steer W. 7° S. and as soon as you have doubled the westernmost islet, which has a white shoal running off half a league from its W.N.W. part, you will see *Point Icague*, a low point covered with trees, and which forms the entrance of *Manchineel bay*. You run close to the shoal off the *Sandy islet*, already mentioned, which has not less than 6 fathoms water near its edge; then you must haul up, and run about half a league from the islet for *Icague point*, so as to pass pretty close to it, when you come to anchor, as far within as you choose, from 8 to 10 fathoms; the ground in the bay being good and clean.

From *Manchineel bay* to *Fort Dauphin bay*, is 2 leagues S.W. ¼ W. The coast is clear, and you see the white ground very plain.

From *Fort Dauphin* to the *Cape* the coast is surrounded by reefs, on the edge of which is a great depth of water.

These reefs have some passages to admit ships, through the white grounds, to come in and anchor before the main land; but there are so many rocks and shoals that it is almost impossible to enter without a pilot well acquainted.

Caracol passage is the least difficult; the channel is wide, and the losing the white grounds shews it plain enough; but no vessels drawing more than 14 feet water ought to attempt it. If you go in you must anchor as soon as you are within the reef, as the water shoals very quick in shore. There is a lime-kiln that serves as a mark.

The town of *Cape Francois* is under *Picolet Mount*; there is no danger running in for *Picolet point*, if you keep it bearing from S.S.W. to S.S.E. Should you not have time to wait for a pilot, you must range along *Picolet point*, having it about S. or S.S.W. at the distance of a short musket shot; you will then perceive a white flag placed on the north part of a reef, and must steer S.E. or S.E. $\frac{1}{4}$ E. so as to leave the white flag on your larboard hand; taking care to have a sufficient quantity of sail out, as you will be forced to haul up to weather a red flag which is left on the starboard hand, about half a cable distant; when you may push on for the middle of the town, and anchor where you please.

From *Picolet point* to *Honorat point*, which forms the entrance of *Port Francois*, $1\frac{1}{2}$ league to the westward, there is no place of shelter. A small reef runs from this latter point to the west 100 fathoms out, close to which is 3 fathoms; you range along this point, then steer S.S.E. till you have run two cables length, and then anchor in 8 or 10 fathoms, oozy sand; the fort is bearing E.S.E. true north, and you will be distant from the shore a cable and a half.

This harbour is very small, having not more than 400 fathoms from the north to the south point; the bottom is good, and you are free from the breezes; besides it is a convenient place should a gale of wind prevent your getting into *Cape Francois*; and a good shelter for frigates, should a superior force make it necessary.

There are reefs off the south point that extend as far as the *Bay of Accul*, without leaving any practicable passage. This bay is very extensive, and covered on the N. and N.N.E. parts by *Rat island*, a sandy islet, which terminate the reefs extending from *Port Francois*. The N.N.W. part of the bay is sheltered by breakers, and several shoals, through which there are channels, but difficult and very narrow.

Rat island lies 5 miles W. from *Port Francois*, so that the entrance of *Accul bay* is 10 miles from *Morne Picolet*.

In leaving *Port Francois* to go to the *Bay of Accul*, you must get to the northward, to double a white shoal, on which there are in some places, but 4 fathoms. Coming from the northward, or the eastward, you must stand in for *Rat island*, or *Sandy islet*, steering about S.S.W. When you get within a league of the *Sandy islet*, you will plainly see the point of the *Three Marys*, and soon after, in the inside of the bay, a low point with a large tuft of trees on it, called *Point Abely*. You must keep the islet of the *Three Marys*, which are near the large point of that name, in one with the tuft of trees. Standing in 10 fathoms, ooze, and steering a little to the starboard or larboard as the water shoals on either side, you are then in the middle of the channel, which is not more than a cable's length in width: You have on each side of it a white shoal, where you will not find less than 4 fathoms, except you run too far on, which you must avoid.

Having run two cables length in this channel, it widens; and when you have brought the *Sandy islet*, which is left on the larboard hand, E. by S. true north, you may range along the western reef, close to which is 16 fathoms.

You continue to run on for the point of the *Three Marys*, till you bring *Rat island*, which you have left on the starboard hand, to bear N.W. when you may anchor in 14 or 18 fathoms water; all the shoals which are within shew themselves very plain.

The middle channel appears to be narrower than that of the *Sandy islet*, when in reality it is not; since you have 10 or 12 fathoms water close to the reefs, which all shew themselves very plain.

To enter by this channel you must bring *Rat island* to bear S. or S. by E. true north; as you approach it you will see the point of the *Three Marys*, which you must open to the westward of *Rat island*; making of the lead all the while, and never coming on a lesser depth than 9 fathoms. When you are a quarter of a league from *Rat island*, steer S.E. to pass, at a cable's length, two reefs on your larboard side, which ought to be ranged as close as possible, to avoid that which lies off the east end of *Rat island*, and which you must leave on the starboard hand. Having run S.E. two cables length, you are within, when you may steer for *Three Marys' point*.

If you want to get out by this passage, you must, as soon as you have doubled the reef of *Rat island*, and are in the channel, steer between *Point Limbe* and the island *Tortuga*, till you have brought *Rat island*, open its own length to the east of the *Three Marys*; then steer N.W. and you will not have less than 9 fathoms, and often 15 or 16. This passage is shorter and better than the first; besides, if you should be taken a-back, you may anchor immediately, the ground being hard mud and good hold, and the water very smooth.

The third passage, or *Limbe passage*, is the best of all, being so broad that ships may turn up it; it lies between the main land of *St. Domingo* and the breakers to the west of *Rat island*, which extends to within half a league of *Point Icague*. To enter by this passage, you run for the island of *Limbe* till you bring *Icague point* to bear south; it is known by the steep rocks which form it, and is the only high point seen from the *Limbe*. Steering south, true north, in coming from the eastward, you see a shoal, which is called *Coque-cicill*, at the foot of which is 5 fathoms; steer S.E. in the mid-channel, between it and *Point Icague*, and you will have from 10 to 15 fathoms water; should you want to stop to the westward of the *Three Marys*, you steer for the *Morne Rouge*, or *Red hummock*, and may anchor in from 12 to 13 fathoms.

If you are turning through this passage be not afraid of coming near the rocks on the shoal side, you may go within a cable's length of any thing you see, the water being very deep. Off the low point of the *Great Boucan* are some breakers, which always shew, and have 8 or 10 fathoms close to them, when you get that point to bear S.S.W. by compass, you are within, and may anchor any where. If you should wish to go farther up the bay, after you are past the *Three Marys*, you steer for the *Morne Rouge*, and range it within half a cable's length, as a shoal is lying between it and *Point Abely*, which is opposite to it. As soon as you have passed *Morne Rouge* you will see *Lombard bay*, in which you may anchor as near the shore as you please in 7 fathoms, or so. In following this track you will find all over the bay from 10 to 15 fathoms oozy ground. There is a shoal half a mile S.S.W. of the *Three Marys' rocks*, so small as to render it difficult to be found; but is easily avoided if you are on that side the bay, by standing over towards *Abely* into the middle of the roadstead, and then steer for *Morne Rouge*.

This bay is an excellent shelter in time of war for frigates, and even for line of battle ships. The water is good, and very clear near the *Lime kiln*, on the north side of the *Morne Rouge*; the watering is now very difficult, but it might, without much trouble, be made very convenient. You must not go higher up the bay than *Lombard point*, which is to the southward of *Morne Rouge*, as there are several dangerous shoals very steep to.

From the *Bay of Accut* the coast runs W.N.W. to the island of *Limbe*; then a little farther to the island *Margot*, which is of a round form, and points out *Anse Chouchour bay*, 2 miles to the westward of it, 4 leagues from *Morne au Diable*, or the *Devil's hummock*, at the entrance of *Fort Francois*, and 6 leagues

W. 8° N. true north, of *Picolet*. The bottom is good all over, and from 6 to 7 fathoms. To enter it you must pass very close to the east point, where you have 6 fathoms close to the shore. As soon as you are within, you drop your anchor, for you are almost taken-a-back by the return of the wind, and by the calm which prevails in this bay, however strong the sea breeze may be without. A frigate might anchor in 5 fathoms water to the westward of two small houses, which you will see in doubling the east point; you may, independent of *Margot round islet*, know *Chouchoux bay* at a distance, by a large white streak which runs down a hill half a mile west of the entrance.

West of *Chouchoux bay* is a very small bay called *Salt river*, but it can only be used by small craft.

From *Chouchoux bay* the coast runs W. 28° N. one league, when you come to another bay called the bottom of the *Grange*, which is to the eastward of *Point Palmist*, and known by a chain of rocks that extend near a league, almost to the huge point of *League*. This bay is small, and the ground very good, with 6 fathoms near the shore, but it is not so well sheltered as *Chouchoux*. To enter you keep the east point on board, and anchor in 7 fathoms, in the middle of the bay, oozy sand.

At a short league from the bay is *League point*, which is round, and formed by several other points. You must not come near the land to the eastward of this point, on account of the rocks already mentioned; some of which are entirely under water, and run out into the sea half a league.

From *Point Palmist* the coast runs W. $\frac{1}{2}$ N. to the *Carenage point* of *Port Paix*, which is the northernmost headland of this part of the coast. It is distant from *Palmist* 4 leagues, and is often, at a distance, taken for it; the coast between the two points is very clear and safe.

The channel of *Tortuga island* begins at *Point Palmist*, and terminates N. and S. nearly abreast of *Moustique bay*; being narrowest at the *Carenage point*. It is very safe, and ships may turn up within. And in general, it is a great advantage when the current runs up, to pass through this channel when you intend to go to the windward of the island. The island is of a moderate height, it is 6 leagues long, and one broad; all the north side is iron bound and steep to. South of the west point is a sandy bay, where there is good anchorage; the south side is almost every where bordered with shoals surrounded by reefs.

There is an anchorage opposite to some huts in the middle of the island, called *La Valce*. The only good anchorage, which must be for ships drawing from 14 to 16 feet water, is that of *Basse Terre*, within the reef $1\frac{1}{2}$ league from the east point; the passage is narrow, but easy to fetch. You must keep the weather reefs on board, leaving them on the starboard hand, and steer N.N.W. and N. to double the reefs you leave on the larboard hand; do not be afraid of coming near the land, and anchor in good ground as soon as you have brought the lee reef to bear S.W. Large ships may come to an anchor outside the reef upon white ground, a mile to leeward of *Basse Terre*.

To the eastward of *Basse Terre*, towards *Portegal point*, there are several bays or coves, in which boats or schooners may anchor, but nothing of a larger size.

The channel between this island and *St. Domingo* is at the east end. $2\frac{1}{2}$ leagues broad. Opposite *Carenage point* it is but 2 leagues, and a little farther it widens to $2\frac{1}{2}$ or 3 leagues. Ships turning up should stand as close as possible to both shores, as the wind and current always favour them most in shore. You may stand safely within a mile, all the dangers being visible. As there are several bays on each side, the setting of the current is neither uniform nor in the same direction; you will sometimes see it run a hundred different ways, and sometimes in the middle of the channel it will run contrary to the current.

in shore. Should there be a westerly current, which is seldom the case, it never but in the summer time, it is then so strong that it would be folly to attempt the passage. Ships should then stand 6 or 7 leagues to the north of *Tortuga*, and they will work up very easily.

Two miles from *Point Careage* is the fort of *Port Pair*, off which is a shoal of a cable's length, with 13 fathoms close to it. The anchorage of *Port Pair* is of great depth; though the bay is very small, you may anchor off the north part of the town, in 12 or 13 fathoms oozy sand, about a cable and a half's length from the shore.

From *Port Pair* the coast runs nearly in a right line to *Moustique bay*, which is 4 leagues to the westward; it is an iron bound shore, and very safe.

Moustique bay, though very small, may shelter a ship in distress; there is a battery on the east point, which you leave on the larboard hand, and as soon as you have doubled it, let go your anchor in 12 or 15 fathoms, a cable and a half from the shore. In some parts of the bay the ground is uneven and rocky; in other parts it is very good. Be careful not to let go your anchor till you have sounded, as at the entrance of the bay there is no ground at 40 fathoms: You must at least bring the battery to bear N.N.E. Off the west point is a shoal, which runs in the bay a cable's length.

Port-a-L'Ecu is $1\frac{1}{2}$ league to the westward of *Moustique*, and the shore between them is rocky, with deep water close to it. The anchorage is better here, but not so easy for large ships to come at as at *Moustique bay*, on account of a reef and a shoal, with only 3 fathoms water, which runs on the east point for two cables length, and which rounds the point to the inside of the bay. To come to this anchorage you give the shoal on the east point a small birth on the larboard hand; then you must haul your wind, ranging along the eastern reef, and anchor towards the middle of the bay in from 8 to 10 fathoms, oozy bottom, the house bearing S.S.W. true north. You may go in towards the house, in the cod of the bay, as near as 4 fathoms. The S.W. coast is steep to and safe, and you may stand close into the white ground, which is very near the shore.

From the *Port-a-L'Ecu* the coast runs W. 5° N. $2\frac{1}{2}$ leagues to the point of *Petit Jean Rabel*; and 2 miles more to the eastward is *Jean Rabel point*, which forms the anchorage of that name. It is good, safe, and very easy to fetch, but you must not be afraid of going near the eastern reef, at the foot of which you have 10 fathoms. The anchorage for large ships is two cables length from the eastern breakers, care being taken not to shut in the two points on that side. You will anchor in 15 fathoms. You may go farther in (as far as 8 fathoms), but it is not safe, as the water shoals suddenly, and the ground is not so clean inside. The *Debarcadere*, or landing place, is a very good one, even if there should be a swell; it is under the fort, which is exceedingly well placed, and makes it a very good retreat from an enemy. The ground holds well, and the only winds to fear here are the N. or N.W.

If you are to the N.W. of *Jean Rabel*, at a short league distance from the land, and have half the island of *Tortuga* open with the point, you will find 60 fathoms water oozy ground, and a little farther out 80 fathoms.

From *Jean Rabel* the coast forms a great light to the southward, as far as the peninsula, which lies 13 miles W.S.W. of it. All the shore between is rocky, and does not offer any shelter. At all times the currents here are very perceptible near the shore, and generally set on it; at 2 leagues in the offing, they are less so, and run to the N.E.; in approaching the peninsula they become much stronger, and commonly set towards the N.

The west point of this peninsula forms the north part of the entrance of *St. Nicholas Mole*. The bay is large and spacious at its entrance, but grows narrow towards the town, which you descrie as soon as you have doubled the

cape. You may stand very close to both shores; but it is advisable to allow on the south side more room for wearing, than on the north side, as there is no anchoring ground, which you have on the north side, though very near the shore. You anchor before the town, and under the barracks, in 15 or 18 fathoms, sandy bottom. In going in you must be prepared against the puffs or squalls which come down from the land, with such a violence as to endanger the masts.

In going out of *Mule St. Nicholas*, you see to the southward the point of the mole, which forms its entrance, and 2 miles to the south of it is *Le Cap-a-four*, or *Fool's cape*; it lies at the western extremity of a large point, which rounds into the S.S.E. 7 miles, and as far as *Pearl point*.

Fool's cape is easily known by a small rock which lies at its pitch; the shore is steep without any shelter, but it is generally a calm here. The currents in shore set to the northward, and 2 leagues in the offing to the W. and W.S.W.

From *Pearl point* the coast runs S.E. one league, and then E.S.E. to the point of the *Platform*, which is $3\frac{1}{2}$ leagues farther. This point is easily distinguished, as well by its flat form, as by its being the southernmost of this part of the island. The anchorage is before a small sandy cove, at the bottom of which some houses are seen. You anchor near the shore in 3 or 10 fathoms, weedy bottom.

From the point of the *Platform* to *Point la Pierre*, which is at the west entrance of the *Gonaïves*, or *Gonaheves*, the coast trenches in 2 leagues to the north, and goes rounding to *Port a Pimeno*, *Pimento harbour*, from whence it runs to the south, to join *Point a Pierre*.

This point is high and steep, and bears with the *Platform* point E. 13° S. and W. 18° N. true north, distant $10\frac{1}{2}$ leagues.

All this coast is safe, and may be ranged very near: there is anchorage, even for large ships, at *Hene bay*, and at *Port Piment*, but it ought to be used only in case of necessity. In the winter months there are gales of wind almost every night, coming from the S.E. some of which are violent; and without you have business on this part of the coast, it is best to stand off 2 or 3 leagues, so that you may, with any wind, keep to the westward.

The bay of *Gonaheves*, as the French pronounce it, is very large and fine, the anchorage excellent, and the entrance very easy. You range along the shore half a league, or 2 miles distance, steering a few degrees to the northward of east, and let go your anchor in 6 or 10 fathoms, ooze. You will find from the entrance under *Gonaheve point*, which is low, and one mile east of *Point Pierre*, 15 and 12 fathoms; the water decreases as you get into the bay. When you are a good half league from the land, and 2 miles from the *Debarcadere*, (or landing place) you will have 6 fathoms. After you have doubled *Gonaheve point*, leaving it on your larboard hand, you will see *Fort Castries* on a point of land which you must not approach too near, as there is a key that lies about a mile south of the point.

From *Point la Pierre* to *Cape St. Marc* is 8 leagues. They bear from each other S. by W. and N. by E. true north, which is likewise the direction of the coast.

One league to the north of *St. Marc bay*, is a low point, which appears at a distance like an island; it forms a cape that runs out a mile westward of the bearings above given, and is called *La point du morne au diable*, or the *Devil's hummock point*; it shews the mouth of the *River Artibonite*, which falls into the sea 3 miles northward of the point. There is an anchorage the whole length of the coast for small vessels only.

Cape St. Marc is high, and of a round form; you descry at a great distance the hillock which forms it, and stands only one mile from the sea side.

The opening of *Bay St. Marc* lies to the north of the cape, it extends one league within the land, and the water in it has a great depth. Ships anchor in the bottom of that bay under the town, in 15 or 18 fathoms water; small vessels may come into less water, but they will be very near the shore. *Plataria point* to the north, the coast from the *Gonaherres* to *Cape St. Marc* to the east, and the coast north of *Gonaherres island* to the south, from the *Gulph of Gonaherres*, or *Gonaves*.

Cape St. Marc is the southernmost point, and, with the N.E. point of *Gonave island*, forms the entrance of *St. Marc's channel*.

When you have doubled *Toul's cape*, and are 2 leagues west of *Pearl point*, it is bound to *St. Marc* or to *Port au Prince*, you must steer for *St. Marc's channel*, which will be a S.E. course. After having run 16 leagues you will be west of *Cape St. Marc*, when you will steer for it.

But if you are going to *Port au Prince* you will continue your course S.E. true north, till you make the *Arcadins*; or if it should be night, after having run 4 or 5 leagues, steer S.S.E. $\frac{1}{2}$ E. to pass in the mid-channel, between the *Arcadins* and the east point of *Gonaherres island*. Having run 3 leagues in this track, steer S.E. $\frac{1}{2}$ E. $\frac{1}{2}$ E. 4 leagues to make *Point Lamentin*, which is on the south side. You must range this coast pretty near, without fear, to avoid the shoals of *Sandy islet*, which lies a small league to the northward of *Point Lamentin*. If you should pass this point in the night, you would do right, after you have run a mile or half a league, to anchor; you will find 12 or 13 fathoms water, the ground good, and the water always smooth.

Sometimes you are forced to turn in this channel, but you must not go so near the *Gonave* as the *St. Domingo* side, which is a safe shore, that may be approached any where within half a league.

The *Arcadins* are not much to be feared; a shoal stretches out from them a mile, or half a league at most, with 5 or 6 fathoms on it; on the edge of the W. and S.W. sides you will have from 12 to 15 fathoms, corally ground; in the hurricane months you are almost sure to have every night violent storms.

The best method to follow, if you are caught in the gale, will be to lay to, sometimes on one tack, and then on the other, as well to avoid the force of the wind, as the shoals of the *Little Gonave*. If you can foresee the gale, it will be better to get an anchorage on the *St. Domingo* side, near *Arcadie point*, or on the north of *Leogane*, to the S.E. of the *Little Gonave*, as you have soundings from the *White grounds* of *Little Gonave*, as far as *Leogane*.

You may pass likewise between the *Arcadins* and *St. Domingo*; the channel is 5 miles wide, and in the middle of it you will never have less than 10 fathoms. The water decreases as you go toward the *Arcadins*, or on the coast side. One mile from the *Arcadins* you will have 6 or 8 fathoms water, corally ground; at the same distance from the *St. Domingo* shore, the like depth, but with a muddy bottom.

The greatest length of *Gonave island* is 10 $\frac{1}{2}$ leagues E.S.E. and N.N.W. its breadth, which is very regular, is 2 leagues from N. to S.

The N.E. point is low; there is a reef which runs out to the eastward of it half a league, and then extends along shore to the southward of the same distance from the land.

The east point is steep and high, without any white grounds, but you fall in soon after with the white grounds of the *Little Gonave*, which come within a quarter of a league of the point. These do not extend much to the northward of the east point of the *Little Gonave*, but they project a league to the eastward.

S. E. of the *Little Gonave* is another white shoal, separate from the other about half a mile; its outward extremity lies 2 leagues from the island, and there is no danger; for although the bottom appears very white, you will have

on it from 7 to 12 fathoms. A large ship ought not to go within $1\frac{1}{2}$ league of the *Little Gonave*.

From the *Little Gonave* to the west point of the *Great Gonave*, the coast is clear and safe.

The north side of this island is also safe and clear, having only one white ground, which extends half a league from *Point Baïama*, situated nearly in the middle of the island.

Leaving *Port au Prince*, and bound to the *Petit Goave*, you range along the south coast, at the distance of 1 or 2 miles; all this shore is bold and safe, as far as *Point Leogane*.

From *Point Lamentin* to *Leogane point* there is no anchorage; but you find a good bottom for anchoring between the latter point and the anchorage off the town of *Leogane*.

After you have passed *Leogane* you must steer for the *Tapion* or *Hummock* of *Petit Goave*; and come in the bay, leaving on your larboard hand a little island that lies off the coast north of the town, and to the W.S.W. of which you may anchor.

Petit Goave is 9 leagues from *Port au Prince*, but as you are forced to double *Point Leogane*, your run is near 12 leagues.

From the *Hummock* of *Petit Goave* to the *Hummock* of *Miragoane*, the coast runs W. by N. 5° N. 8 miles, then W. by S. $1\frac{1}{2}$ league, to the careening island of *Miragoane bay*.

Two leagues and three quarters north of this islet, is the eastern extremity of the white ground or shoal, which joins the reef called *Rochelois*.

To anchor at *Miragoane*, you come within a mile of the *Careening island*, when you perceive a small town at the foot of a mountain, and some mangrove islands to the westward. You keep the mid-channel between the first islet and the shore, where the village is situated, and come to an anchor, within from 8 to 18 fathoms, sandy bottom. This anchorage ought not to be taken without a pilot; the channel is not more than a cable's length in width, and you must anchor as soon as you are within.

From *Miragoane careening island* the coast bends in, and forms the bay of that name. It is shut in on the north by *Frigate island*, off which runs a white shoal half a league to the eastward, and nearly north to the anchorage at *Miragoane*, which obliges you, in coming in or going out, to keep the island shore very close aboard. From this place the coast runs west as far as the village of *Rochelois*, which is situated at the foot of a large hummock.

North 3° East of this village, 3 leagues, lies the reef of *Rochelois*, which is not of very great extent; some of the rocks are out of water, and you may go pretty near them on the north and south sides. On the west side is a white shoal, which runs off 2 miles: on the edge of that shoal is 4 or 5 fathoms.

One league east of these breakers is a rocky bottom, but hardly visible, having from 6 to 8 fathoms water; so that there is nothing to fear but the rocks themselves, whose extent is only a cable's length; they lie 9 miles from the south shore, and 10 miles from the *Gonave*. The channel on the north side being as bold as that on the south side, and the south coast being also very clear, it is easy to avoid those rocks.

From the village of *Rochelois* to the entrance of the *Bay of Baradaïres*, the coast runs W. by N. 5 leagues. *Baradaïres bay* is formed towards the east by *Roitelet's point*, and towards the west by the east extreme of the *Bec du Morquin*, or the *Porpoise snout*; these points bear from each other N.N.W. and S.S.E. $1\frac{1}{2}$ league. To anchor in this bay, you keep one third nearer the *Porpoise snout* than you do the other point, ranging along the peninsula of the *Snout*, and come into from 8 to 10 fathoms; you have a great depth of water in the

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middle of the bay, which is of great extent, but there are several weedy shoals, which ought to prevent your going in without a pilot well acquainted.

The north point of the *Porpoise snout*, and the north part of *Grand Caymite island*, bearing W.N.W. and E.S.E. and are distant $4\frac{1}{2}$ leagues.

The coast west of the peninsula of the *Snout*, bends in to the south, and forms a bight of 2 leagues; then rounding out a little it runs W.N.W. 10 leagues, as far as *Jeremie*. This bight, and *Grand Caymite island*, form a large bay, named *Caymite bay*, where there is a very good anchorage for all sorts of vessels. You may come to it without a pilot, and anchor under the island, in what depth you choose. You may also proceed to *Flamand's bay*, near the peninsula, ranging along the peninsula side, and anchor opposite a sandy beach, in what depth you please.

The *Bay of Camites* present several very fine anchorages, very easy to come at, with the assistance of the lead alone, but there is not a good passage between the *Grand Caymite* and the shore; and you will not find more than 13 feet water upon the whiteshoals of the *Little Caymite*, or of *Foucaud Islet*; and then there are several coral rocks which rise within 2 or 3 feet of the surface of the water, so that no vessel, but very small ones, ever attempt it without a pilot. These white shoals extend 3 leagues W.S.W. off the *Grand Caymite*.

From the north part of the *Grand Caymite* to *Salt river point*, which is $1\frac{1}{2}$ league W.N.W. of *Point Jeremie*, in $9\frac{1}{2}$ leagues; this *Salt river point* is the northernmost of all from *Port au Prince*; under *Point Jeremie* is the village of that name, whose anchorage is very small, and not proper for large ships; schooners and small vessels may anchor within the reef, but no ship which draws upwards of 12 or 14 feet should ever anchor here, except in case of necessity; there is no shelter for her; in short it is a bad anchorage, and which you must avoid during the north winds.

From *Salt river point* to *Cape Dame Maria*, or *Donna Maria*, the coast runs W. by S. 5° S. $4\frac{1}{2}$ leagues.

All this shore is safe and bold within $\frac{1}{2}$ league: it does not present any shelter, though, in case of necessity, you might anchor in *Clair bay*, which is $1\frac{1}{2}$ league from *Salt river*. This bay, or rather cove, is so very small, that two ships, 100 feet long, would be puzzled to swing clear of each other; it can only serve as a shelter to very small vessels, and is easily discovered by keeping along shore.

As soon as you descry *Cape Dame Maria* by the false cape of that name, and are $\frac{1}{2}$ league distant from it, you will strike soundings from 15 to 18 fathoms, and you may range along this cape at $\frac{1}{2}$ league distance, in from 8 to 12 fathoms, weedy bottom.

Should you want to anchor in *Dame Maria bay*, you must keep the shore on board, steering about S.E. the winds being generally against, and with your lead you come to an anchor W. N.W. off a large white *tapion*, or hillock, on which stands a battery, and within a musket shot of which you will find 5 fathoms. There is bottom all over this bay; a mile from the shore you will have from 4 to 6 fathoms, and at two miles, from 6 to 10. You are sheltered from the winds between the N. and S. passing by the E. notwithstanding which, ships that lie in 8 or 10 fathoms will feel the swell, if there is a fresh breeze without.

From *Cape Dame Maria* the coast runs S. by W. $\frac{1}{2}$ W. 5 leagues to *Point des Trois*, and forms, at that distance, several bays and coves, where vessels may anchor. In general along this coast a frigate may run in with her lead, and anchor in any part, there being no shoals, nor any danger under water, the ground gradually increasing towards the shore.

To the S.S.W. of *Cape Dame Maria*, $2\frac{1}{2}$ leagues distance, and about half a league off *Minister's point*, are some rocks, called *La Balaine*, or the *Whale*;

these rocks are above water, and surrounded with a white shoal which does not extend more than half a cable's length from them, and on which are four fathoms; a ship can sail between it and the shore; in the mid channel she will have 6 fathoms, and may go as close as she pleases to take them on the off side; the sea always breaks on this shoal.

One league and a half from the *Whale* lies *Pierre Joseph's islet*, where a convoy might anchor; the anchorage is very good and easy; and large ships anchor to the S.W. of the islet.

All along this W. part of the coast, you have ground two leagues from the shore; the depth gradually increasing as you leave the land, so that in general you will find 4 or 5 fathoms, at one mile distance; 10 or 12 at two miles; and regularly from 15 to 17, at 3 miles; when you get into 30 fathoms, you will lose soundings suddenly.

Point des Trois, or *Irish point*, as the English sailors call it, is the westernmost point of *St. Domingo island*; it is not very high, though remarkable from a small hummock on its extremity, which appears detached from the coast, and makes like an island: this point forms the north part of *Bay des Trois*, or *Irish bay*; you may range very close to the land on the north side of the bay, there being from 9 to 18 fathoms, touching the shore.

The anchorage is to the N.W. of a *Black rock*, which is seen a little way to the southward of the town; it is in from 9 to 10 fathoms, shelly. You may anchor likewise to the southward of the rocky islet, N N.W. of a small hummock toward the middle of the bay; the depth is here from 8 to 9 fathoms, sand and muddy ground.

The bay is exposed to southerly winds; there is always a great sea within and the *debarcadere* is of course a bad one. It is situated in the eddy of the currents, which set to the northward on the west side, and to the S.E. on the east coast. Besides, the sea in the offing is alternately agitated with violence by the N.E. and E. breezes which prevail on the west coast, and by the S.E. winds that blow on the S. coast. *Irish bay* is terminated to the S. by *Cape Carcasse*, which, with *Fool's Cape*, forms a large roundish point, whose end is at *Cape Tiburon*.

These three capes, seen at a distance, form but one, which is called *Cape Tiburon*, and is very easily known by its form and height. It is a large mountain, very lofty, whose top is rounded like the back of a dosser, and comes gradually down towards the sea.

Cape Tiburon, properly speaking, is 4 miles S. 30° E. of *Irish point*, and forms the entrance of *Tiburon bay*, which is to the eastward of it. You will get no ground at 50 fathoms two cables length from the coast, between *Cape Carcasse*, and very near *Cape Tiburon*; but off the latter, at that distance, you will have from 24 to 30 fathoms, and a little further out, quickly lose soundings.

Tiburon bay is sheltered on the east, and partly on the south, by *Point Burgos*, off which runs a reef a cable's length out; you anchor to the northward of this point 1/2 league from the town, in 7 or 8 fathoms, cozy bottom; in most parts of the bay the ground is clear and good, if you do not approach too near *Point Burgos*, where the bottom is rocky. You have nothing to fear here but southerly winds; and small vessels can get so close to the shore, in 3 or 4 fathoms, as to make *Point Burgos* shelter them; with all other winds the water is smooth, the landing place is very easy, and ships may with great facility get excellent water.

From *Cape Tiburon* to *Point Burgos* is a short league; they bear from each other E.S.E. 5° S. and W.N.W. 50° N.

From *Point Burgos* to a low point called *Old Bourcard*, the coast runs E.S. E. 50° S. 4 miles. This shore is not so safe as the other part of the coast, as

there are some white shoals and breakers off *Aiguettes point*, but which do not extend more than half a league at most.

From *Old Boucard point*, the coast runs to the N.E. $1\frac{1}{2}$ league, and then rounds to form what is called *Le Fond des Anglois*, the *English bottom*; all this part is safe, but does not offer any good anchorage; indeed a ship may anchor very near the land, but will every where be exposed to the sea breezes.

From the *Fond des Anglois*, the coast begins to run to the E.S.E. 4 miles, to a large hummock called *Les Cherdonniers*, and which is very remarkable at a distance; then, after having formed a bight of half a league, it goes S.S.E. $6\frac{1}{2}$ leagues to a point called *Point a Gravois* forming in that space several little coves, which cannot be considered as anchorages. The only one of tolerable size is *Port Salut*, which is a short league N. N. W. of *Point a Gravois*.

Point a Gravois is low and difficult to distinguish, people often confounding it with that of *Port Salut*. From it the coast is not very high, and runs E. 2° N. 3 leagues to *Point Abacon*, which is low at its extremity, though it rises a little in shore; this is formed by two points of reefs, stretching $\frac{1}{2}$ of a league into the sea. You may pass without fear at half a league distance, and will have no ground at 40 fathoms. At this point begins the *Bay of the Cayes*. The coast, after having doubled *Abacon*, runs to the N.N.W. then to the N. W. and afterwards rounds towards the E. till you come to the town of the *Cayes*, which bears from *Abacon* N. by E. 2° E. $3\frac{1}{2}$ leagues.

The S.W. point of the *Isle a Vache*, or *Cow island*, forms the east side of the entrance of this great bay, it bears E. by N. from *Point Abacon* 7 miles. In the mid-channel between *Abacon*, and the west side of *Isle a Vache*, you will have 25 fathoms, which depth decreases as you approach the island. Off the S.W. part of the island there is a white ground, on which you will have from 5 to 7 fathoms $1\frac{1}{2}$ mile from the shore, rocky; but as you approach *Diamond point*, you will not find the white ground more than $\frac{1}{2}$ league, and the bottom is good in 6 and 7 fathoms. When you bring *Diamond point* to bear E. you will have soundings all the way across. There is good anchorage to the westward of *Diamond point*, or further to the northward of it, opposite a sandy cove, from 6 to 7 fathoms muddy sand.

To go into the *Cayes*, you range along the N.W. point of *Isle a Vache*, in 6 fathoms water; and you steer nearly N. by E. to make on your starboard land the white hummocks of *Cavaillon*. You will then leave on the larboard hand a large reef, surrounded with a white shoal, which takes up almost all the middle of the bay. When you have brought the town to bear N.W. $\frac{1}{4}$ W. you must haul up two points to windward of the town, standing towards the *Company's islet*, where you may anchor if you do not mean to go into the road; if you do, you shorten sail a mile from the shore, and wait for a pilot. The channel is $\frac{2}{3}$ of a cable in breadth. Ships drawing more than 13 feet water cannot go in; those of 15 and 17 feet water always anchor at *Chateaudin*, $\frac{1}{2}$ a league to the westward, and which is separated by shoals from the port.

To anchor in the *Road of Chateaudin*, (coming from the mooring of the *Isle a Vache*) W. or W.N.W. off *Diamond point*, in 8 or 11 fathoms, you must steer directly for *Torbec*, which is a small town very easily distinguished in the cod of the bay; this track will be about N.W. When you are within about two miles of the shore, you will discover a little white flag, which is on a shoal; you double it to the westward at about half a cable's length, leaving it on the starboard hand, when you have brought it to bear south, you steer along the coast for the road of *Chateaudin*, and anchor in 6 or 7 fathoms mud. In all this passage, if you keep the proper channel, you cannot be less than from 7 to 9 fathoms, and often 12 and 16, muddy ground.

The *Ile a Vache* is 3 leagues in the greatest length, and its breadth not more than one; it is hilly, and at the distance of 6 or 7 leagues, appears like a heap of small islands. From the N.W. point, in going to that of the S.W. the coast is safe, the water shoaling gradually as you come near the land. Off the S.W. end is the white shoal already mentioned, to which ships coming from the eastward must give a birth. The south side is bold; and along a whole length, a reef runs at a cable's length distance, to the east point of which is a white shoal extending to another reef, laying off the *Point of la Folle*, to the northward.

From the *Point of la Folle* to the N.W. point on the north side of the island, there is a chain of shoals and islands, amongst which are some narrow passages.

On the north side of the island is the *Bay of Feret*, where there is a very good anchorage; but you must be exceedingly well acquainted before you can attempt it, as you will in many places find only 2 and 3 fathoms, if you are not in the channel.

The northernmost of these islands, *Caye de l'Eau*, or *Water Key*, is easily known by a large tuft of large trees, one of which is considerably higher than the rest; this island is bold.

At some distance from it, on the north side, there is a good anchorage, from 15 to 30 fathoms.

From the *Cayes*, the coast runs a league E.N.E. as far as the *Tapion*, or hummock of *Cavaillon*, which forms the entrance of the bay of that name; half way between is the *Company's island*, where you anchor if you do not choose to go into the harbour of the *Cayes*.

You must not go too close to the S.E. part of the *Tapions of Cavaillon*, as there is a shoal with only 6 feet water on it, called *La Mouton*, the *Sheep*: it lies S.E. from the east point of the *Tapion*, about $\frac{1}{2}$ a mile; and there is 8 fathoms between it and the shore.

Cavaillon bay is pretty spacious, though the anchorage is of very little extent; the coast on the west is too steep, and the bottom full of rocks. You must come to an anchor on the east side of the bay, opposite a coast covered with mangroves; approach it without fear, the bottom being clear; and you have 5 fathoms close to the shore. In this bay you are sheltered from the sea breezes, by the east point of an island, which leaves a passage between the mangroves into the *Baye des Flamands*.

The *Baye des Flamands*, or *Flemish bay*, which lies $\frac{1}{2}$ league from *Cavaillon bay*, runs into the land toward the N.E. Its entrance and shores are clear and bold, and it is the place where ships lie up in the hurricane months; there is a good careening place, and you may anchor any where in the bay.

From this bay the coast runs E. by N. 2 miles, as far as the *Great bay of Messe*, where the anchorage is good all over, but you are no way sheltered from the southerly wind, as the entrance opens to the southward, and is very broad.

The coast continues its direction to the E. by N. as far as *Point Paschal*; half way towards it is the *Little bay of Messe*, in which you may likewise anchor, but are not even sheltered from the sea breeze. Off the *Great bay of Messe*, is a shoal that lies like a bar across the bay, and extends opposite the point which is to the westward of the *Little bay of Messe*. This shoal in some places has not more than from 15 to 18 feet water; it is very narrow, and leaves a passage of $\frac{1}{4}$ of a league between it and the coast; it does not extend to the southward more than $\frac{1}{2}$ a league from the shore. If you want to go into the *Great bay*, and your ship draws more than 15 feet, you must keep close to the shore on the west side of the bay, ranging by *Point Paulin*, which forms the west entrance of the bay; the beginning of the bank is north and south of *Point St. Remi*, at the distance of about a mile.

Point Pascal is steep, and of a white colour; it forms, with a little island that lies to the eastward about half a league, the principal entrance of *Saint Louis bay*. This island is called *Orange key*. You see it from the entrance of the *Cayes*, which is 5 leagues distant; it is then nearly in a line with the shore S. of the *Bay of Messe*.

From *Point Pascal* the coast runs N.N.E. one mile, as far as *Point Vigie*, from whence you discover the whole *Bay of St. Louis*, which is shut in, in the east, by *Cape Bonite*, that bears from *Point Vigie* N.E. $\frac{1}{2}$ E. 2 miles.

To anchor in *St. Louis bay*, you range along *Point Pascal*, then *Point Vigie*, and along the west coast in 8 or 10 fathoms; the anchorage is west of the *Old fort*, about $\frac{1}{2}$ mile from the shore, in such a situation that you can see the town between the *Old fort* and the shore in the bottom of the bay. The *Old fort* is built upon an islet of rocks, from which there is a passage towards the shore in 6 fathoms, to the anchorage before the town, where the greatest depth of water is 5 fathoms. S. by E. of the *Old fort*, $\frac{1}{2}$ of a league, and west of *Cape Bonite*, the same distance, is the shoal called *La Mouton*, and there is a good passage between it and the shore, or the *Old fort*: the depth is less considerable, however, than on the west side of the bay. You may go between *Orange key* and that shore, in deep water, and then you will meet with a small island, called *Rat key*, between which and *Orange key* you may pass, or between the shore and both; but those passages are not large. There are shoals off the shore, which makes it necessary to keep closer to the two islands than the shore.

One league and a half distant E. by N. of *Orange key* is *Moustique key*; this island is clear of shoals except very close; you may pass without it or within; on the north side of it, $\frac{1}{2}$ of a league from the shore, you will have 10 fathoms. If you sail within shore, you must not keep too close to the *St. Domingo coast*, as there is an island between *Cape Bonite* and *Cape St. George*. You will find no other shoal till you meet the *Trompeuse*, which lies 4 miles E.N.E. of *Cape St. George*, off which is a shoal called *La Teigneuse*, and running out from it about a mile. North of *Moustique key* is *Cape St. George*, which you may approach; and north of a key called *Caye a Ramiers*, or *Wood Pigeon's key*, which bears E. by N. 2 miles from *Moustique key*. It is known by a white hummock, rather steep, and seen at some distance; there is a deep passage between it and *Moustique key*, by which you go into the *Great bay of Aquin*. South of *Caye a Ramiers* lies a shoal, which extends half a league, and has only 3 fathoms in the middle. East of the same key is a small island, called *L'Anguille*, (the *Eel*) and to the N.E. is another called *La Regale*; the three form an equilateral triangle, whose sides are nearly half a league.

To the E.N.E. $\frac{2}{3}$ of a league from *Caye a Ramiers*, is the great key of *Aquin*, which is an island of a tolerable height, upon which are two white hummocks very remarkable. This island runs to the E. by N. being $\frac{2}{3}$ of a league long, and $\frac{1}{2}$ league broad, and bold on the south side. You must take care of the white shoals of the *Eel*, which is south of the west point, so that it does not leave a passage between *Caye a Ramiers*, and the *Great key of Aquin*, for vessels that draw more than 12 or 15 feet water.

East of the *Isle of Aquin* is a white insulated rock, at a short $\frac{1}{2}$ league distance, which is called the *Diamond*. East of it, at 2 cables length on the *St. Domingo shore*, is the point of *Morne Rouge*, or *Red hummock*: so that the east point of *Aquin*, *Diamond rock*, and the point of *Morne Rouge* form the two passages into the bay. All these shores and islands are bold; you will find in the *Morne Rouge passages*, 5 and 6 fathoms, and between the *Great key of Aquin*, and the *Diamond*, 6, 7, and 8. The bay is very extensive, and trenches a

great way inland, though the water is very shallow ; anchoring in 3 fathoms you will be a long way from the land.

Another passage into the bay is between *Caye a Ramiers* and the *Montisque key* ; you then steer E.N.E. to come into the mid-channel between the shore and the islet ; when you have doubled *Caye a Ramiers* you will see *La Regale*, which is a very low sandy islet, and leave it on the starboard hand, keeping in the mid-channel between it and the shore ; then you haul up for the *Great key of Aquin* as much as the wind will let you, and anchor to the north of the *Great key*, in six or seven fathoms ; but you may, if you choose, go farther in.

The point of *Morne Rouge* is very easily known at a distance, by three white hummocks, which are very high ; they are called the *Tapions of Aquin*, and form together a huge cape, under which is an anchorage in 10 or 12 fathoms, at a good distance from the land. This bottom continues as far as the little bay *Des Flamands*, or *Little Flamingo bay*, which is W.N.W. 3 degrees W. 1½ league from the *Tapions of Aquin*.

You must observe that from *Point Pascal* all the capes are cut out, as it were, and steep, and front the south and S.E. and as on all this shore, the land is white, you see a great many white hummocks ; *Aquin key* has two, but the highest and easternmost are those of *Morne Rouge*, and, with a little attention it will be impossible to mistake them. From the point of *Morne Rouge*, or the *Hummocks of Aquin*, the coast, after having trencled in a little to the northward, to form the small bay *Des Flamands*, runs 10 leagues E. by S. as far as the *Cape of Bayenette*. All the shore is bold and free from danger, but does not offer any bay or anchorage, which would shelter you from the common breeze. Two leagues and a before you come to *Cape Bayenette* there is a considerable depth of water off the shore, which is iron bound.

Cape Bayenette is known by the white hummocks which are at its extremity, and forms the entrance of a large bay of the same name, that faces the S.E. It is supposed to take this name. *Bayenette*, (i. e. *Clear bay*) from the great depth of water found all over it, and its being entirely clear of shoals ; you are here very little, if at all sheltered, and must anchor on the north side of it, pretty close to the shore. This bay trenches in a league to the northward, after which the shore again runs to the E. by S. 5 leagues, as far as *Cape Jaquemet*, which is high and steep, and makes the west entrance of *Jaquemet bay*. From this cape the coast runs W.N.W. as far as *Redoubt point*, which is well in the bay ; in all this extent no ground is to be found ; the other entrance is *Cape Marchaux*. When you are between these two points, and nearly in the middle of the bay, you will see at the bottom of it a reef, which you must double to the N.N.W. leaving it on the starboard side, you anchor between it and the shore, which you must keep pretty close to, otherwise you will have a great depth of water. The anchorage for large ships is east of a white hummock, in the bottom of the bay, and west of the great reef. *Cape Marchaux* bears N.N.E. a small league from *Cape Jaquemet*.

From *Cape Marchaux* the land trenches in a little to the northward, and rounds out again to *Cape Morne Rouge*, which is seen at a distance, and is known by white hummocks. It bears E. 10° N. 29 miles from *Jaquemet*. The coast in all this space forms several little coves, where small vessels may anchor, but in none of them will they be sheltered any way.

One league and a half E. of *Morne Rouge*, is *Saletrou*, or *Foul hole*, where you find a good anchorage for ships which do not draw more than 16 feet ; larger vessels may likewise anchor there, but they must lie further out, where the ground is not so good.

From *Morne Rouge* the coast trenches in a little to the northward, then out again, running to the E.S.E. as far as the *Anses a Pitres*, or *Pitres coves*,

Which is the last French settlement on the south of *St. Domingo*. All this part of the coast is very safe, and you may approach without fear.

There is good anchorage at the *Anses a Pitres*, which is very easy to come at; you must not be afraid of running in, as at two miles distance from the shore the water is very deep. All this shore appears white, and the coast is chalky. You may anchor either before the plain of *Anses a Pitres*, or south of a small cape, which is before the mouth of a river, and considerable enough to be easily distinguished; the water is smooth, and you are well sheltered in 6 or 8 fathoms, good ground, or in 4 fathoms farther in shore.

From this anchorage the coast begins to run to the southward, trenching in to the eastward one league, to form a cove, called *Sans Fond*, or *Bottomless cove*. It runs afterwards S. by W. as far as the *False Cape*, (*Cape Lopez*) which bears 9 leagues S.E. $\frac{1}{4}$ E. of *Morne Rouge*, and $17\frac{1}{2}$ leagues E. by S. from *Jaquemel*. From *Cape Lopez* the coast runs E.S.E. $3\frac{1}{2}$ leagues, as far as *Cape Mongon*, and then N.E. $\frac{1}{4}$ N. and N.N.E. to form the *Great bay of Neyba*. South of the *False Cape* $1\frac{1}{2}$ league, is an islet called *The Frater*, which is bold and safe.

To the S.S.E. at the same distance is another islet, called *Alayella*, equally safe and bold to. One league to the eastward of it, and south of *Cape Mongon*, is *Beata island*, whose length is one league north and south, and its breadth east and west 2 miles. There is a breaker off the N. by E. part of it, that runs towards *Cape Mongon*, at whose extremity is a white shoal, which very much narrows the passage between *Beata* and the shore; you have but three fathoms water in the passage, with a tolerable anchorage to the westward of *Beata*, between it and the shore in 8 or 10 fathoms, grassy ground.

You may generally see the bottom, near all these islands; but the water is very deep near the shore of *St. Domingo*. This part of the coast which projects towards the south from the sea shore to *Cape Mongon*, as far as three leagues N. and as far as the sea towards the E. and W. is a flat of white and hard rocks, in which you see large holes and breakings, and which is about 40 feet high; nothing grows there but some prickly shrubs.

When you come from the southward or eastward, and are bound to the N. side of *St. Domingo*, you must make the islands of *Mona* and of *Monica*, which are two small islands situated in the passage between *Portorico* and the island of *St. Domingo*; they are both clear and safe, and you may go within two miles of either of them; and there is even an anchorage to the leeward of *Mona*, half a league from it, in 7 or 8 fathoms, sand and weeds; having then the N.W. point of *Mona* N. by E. 2 miles, the S.W. point, off which is a small reef, S.E. $\frac{1}{4}$ E. and *Monica* N. by W. You pass to the westward of *Mona*, and when you have brought it to bear E.S.E. 3 or 4 leagues, you will perceive the coast of *St. Domingo*. All this S.E. part is very low, and in the channel the current, which sets to the northward, is very perceivable.

The point of *St. Domingo* nearest *Mona* is *Cape Espada*, a low point encompassed with a reef and a white ground; it bears from *Mona* nearly W.N.W. 10 or 11 leagues. From *Cape Espada* the coast runs N. by E. 4 or 5 leagues, as far as *Cape del Enganno*; this is a small flat point, off which stretches a reef to the N.E. 2 miles. When you are abreast of it, you lose sight of the islands of *Mona* and *Monica*.

From *Cape del Enganno* the coast runs N.W. $\frac{1}{4}$ N. 12 leagues; it is low to within 3 leagues S. of *Cape Raphael*, where it begins to rise a little, till you come to *Cape Raphael* itself, which is of a middling height, and appears at a distance like an island; it is easily known by a round mountain seen inland, and not unlike a sugar loaf.

From *Cape Raphael* the coast runs W. by N. and then W. to form the *Great bay of Samana*, which is shut to the N. W. by *Point a Grapins*, or *Graples point*, which is 2 leagues S. S. W. 5° W. of *Cape Samana*.

Cape Samana is about 7 leagues N. W. $\frac{1}{4}$ W. of *Cape Raphael*. You may anchor in the north part of *Samana bay*, ranging along *Point a Grapins*, at $\frac{1}{4}$ league distance; you leave on your larboard hand 3 keys, covered with wood, and when the westernmost is brought to bear S. S. W. you drop the anchor in 15 fathoms water, good ground, a short $\frac{1}{4}$ league from the shore; then *Banister key* ought to be W. by N. one mile.

The south anchorage of the bay is very difficult, the passage to it being very narrow; the middle of the bay is shut in by shoals; and in ranging along the entrance of the bay the bottom is seen in 7 and 10 fathoms.

In coming to the southward of *Cape Espada*, you will see the small island *Saona*, which is covered with trees, and surrounded with a white shoal, projecting about 2 miles. Between it and the coast of *St. Domingo*, which runs W. 8° N. the passage is very shoal and narrow.

The coast of *St. Domingo* trenches a little to the northward towards *Saint Catherine's island*, distant from *Saona* 8 leagues.

The coast continues to run towards the west some degrees north, to the river of *Santo Domingo*, which lies 13 leagues from the island of *St. Catherine*, 27 leagues from *Cape Espada*, and 20 leagues from the point of *Saona island*. You may anchor before the river of *Santo Domingo*, pretty close to the shore, and vessels not drawing more than 14 feet water may go into the river.

This place, which is the metropolis of the Spanish part of *St. Domingo*, is known by a great fort, built on the right hand bank of the river *Ozama*, upon which the city is situated. You will likewise perceive to the westward of the fort, a large savanna, forming an amphitheatre, which affords a delightful prospect.

From *Santo Domingo* the coast runs W. S. W. 14 leagues, as far as the *Point des Salines*, or *Salt Pans point*; then it trenches in to the northward to form the great bay of *Neyba*, which takes its name from a large river, whose mouth is in the bottom of the bay. From this river the course runs south, to form *Cape Beata*, which is S. W. $\frac{1}{4}$ W. of *Santo Domingo*, and twenty four leagues distant.

In sailing from *Santo Domingo* to *Cape Beata*, you must guard against the currents which run to the eastward, along the coast, and in the entrance of *Neyba bay* are setting weakly to the northward.

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CROOKED ISLAND PASSAGE

IS the longest, but it is far the most convenient for ships coming out of the *Bay of Gonavees*, or from the southern part of *St. Domingo*, and for those which are bound to *New-England*. You commonly take your departure from *Cape St. Nicholas*, and being 2 leagues from the Cape, in the offing, you must steer N. by W. 23 leagues, to make the S. W. point of *Great Henenga*; then sailing N. by W. 25 leagues, it will bring you two leagues to the westward of the point.

Great Henenga, like all the islands which bound the passages, is very low, with small hummocks, which at a distance appear like detached islets. You will, in clear weather, see it at the distance of 5 or 6 leagues, but you need not fear coming within half a league on the west side. There is a fine bay,

which is left on your starboard side, going through the *Passage*; there you anchor on the white bottom, choosing your ground by your eye, as in many parts of these white bottoms, you meet with stones, which sometimes rise to a considerable height above the level of the sand. You may get fresh water with little trouble, and in sufficient quantity for several ships.

When you are opposite the west point of *Great Henega*, two leagues off, you must steer N.N.W. 2 or 3° W. for 23 leagues, when you will make *L'Islet au Chateau*, *Castle island*; which you may approach within 2 miles, or nearer, without fear. If you should depart from *Henega*, in the evening, it would be better to steer N.W. $\frac{1}{2}$ N. for 17 leagues, to avoid the *Hogsties*; then to haul up, and make a good N. by W. course; when, having run 8 leagues, you would be one league to the westward of *Castle island*.

The *Hogsties* are two small sandy islets, very low, and encompassed on the East side with a white shoal, which is surrounded with a reef extending $1\frac{1}{2}$ league. The West side of them is clear of dangers, and you might anchor off it in 7 and 5 fathoms, sand, having one of the islets bearing N.N.E. and the other East. They bear N. by W. true north, 13 leagues from the west point of *Henega*.

West of *Castle island*, $3\frac{1}{2}$ leagues distance, lies the *Mira-por-ros*; it is a shoal not unlike the *Hogsties*; on the west side, which is clear, is an indifferent anchorage; the east side is bold, and on the south-east side, at a mile distance, you will have from 20 to 25 fathoms, coral and rocky ground. As this shoal is to leeward, you do not often see it in ranging along *Castle island*; however, if it was necessary to turn, you might approach it within half a league: all the dangerous parts break, and the white ground will give you notice of it in good time. You may, if you choose, pass to leeward of the shoal; its extent east and west is about 2 miles, and north and south about 2 leagues.

When you are east and west of *Castle island*, you must steer N. or N. by W. $7\frac{1}{2}$ leagues, to make the west end of *Fortune island*, within a league of which you come in with this course and distance; you will continue in the same direction to make the western extreme of *Crooked island*, off which is a small island, called *Passage islet* (*Bird rock*); having run 6 leagues, you will be $1\frac{1}{2}$ league west of this islet, so that the direct course from *Castle island* to the end of the passage is N. 5° W. 14 leagues.

When you are come to this place you suppose yourself out of the passage; nevertheless, should the wind happen to be to the N.E. or E.N.E. you have to fear *Watling island*, which bears from *Bird island* N. 4° W. true north, 23 leagues; therefore to avoid it, you ought, in leaving the Passage, to keep as much to the eastward as the wind will permit; should the wind be at S.E. and you steer at N.E. you would make *Samana island* (*Atwood's key*) so that keeping the wind when you are out, you must observe not to steer higher to the eastward than N.E. nor more to leeward than N. by E. 5° N.

The islands of *Acklin*, of *Fortune*, and *Crooked*, are united together by a white ground, which surrounds them entirely. This ground does not extend in the west side more than half a league, and forms in the bay west of *Acklin*, an anchorage where the water is very smooth.

Fortune island does not offer any anchorage, and its north-west side is covered by a reef, on which are some rocks under water, outside the white ground, which renders it very dangerous to approach.

Crooked island has an anchorage tolerably good, near the *Bird rock*, on the west side. This island, with *Fortune island*, forms a deep bay, 4 leagues in depth, at the bottom of which is anchorage, near *Five islets*, which are at the extremity of a low point, belonging to *Crooked island*, and join the north-east end of *Fortune island*; you let go your anchor in from 10 to 3 fathoms,

W.N.W. of these islands, and nearer *Crooked* than *Fortune* island; the bottom is tolerably good. East of the low point of *Crooked* island, and near the island is a watering place.

These islands are bordered by a reef on the north and east sides; they are low, with some hillocks, and a few trees and shrubs, which at a distance appear like groves and plantations. Their prospect is very agreeable at 3 or 4 leagues distance, but when you come near, you see nothing but prickly or creeping plants, to which this rocky and corally ground can scarcely afford nourishment. However, *Crooked* island is less barren than the rest, and produces a few shrubs.

The east point of *Crooked* island has a reef which stretches out half a league to the eastward; and the point of *Acklin* island, which is only about 2 miles from the other point, has likewise a reef running the same length to the N. E. observe that all the S.E. part of the island is laid and iron bound.

The island of *Samana*, or *Atwood's* key, is long, from E. to W. and very narrow, from south to north; the east point lies much more to the northward than the west point; it is entirely surrounded with a white shoal, bordered by a reef; off the west point the reef runs out one league, and under this point, in the extent of another league along the shore, there is no reef; here vessels might anchor in the white ground, in 7 or 8 fathoms, but very close to the shore; off the edge of the white ground no soundings are to be had. To the east, true north, of the island, are two small islets $1\frac{1}{2}$ league from the shore, and surrounded with reefs and white shoals. The island is low, and offers the same appearance as the others do in this passage.

Watling island is low, and covered with a reef on the east and south sides. The S.E. point has a shoal without a reef, near half a league out; the west side is safe, and offers an anchorage on the white grounds, but always very close in, and not more than half a cable's length off. The north-west part is covered by 2 or 3 white islets, encompassed with white shoals and reefs, which extend to the west half a league, and on the other side till they join the north-east point.

You have no occasion to fear the currents in this Passage, if you have a fresh breeze, they being then scarcely perceptible; but in calms and light winds, they may set you to the westward, but slowly and so feebly, that in a passage so short you ought not to mind them; especially as you generally make it with a large wind. Nevertheless, in the month of June, July, and August, when calms or light westerly winds are common, you experience currents setting to the west, strong enough to alter your course. This effect, which is only felt in this Passage, is occasioned by the vicinity of the extensive shoals forming the *Channel of Bahama* and those of *Providence* island. In this season, it will be proper, if you have not wind sufficient to make you go more than two knots an hour, to allow a quarter of a mile an hour for the current setting to the westward; if you go three knots and upwards this allowance will be unnecessary.

THE CAYCOS PASSAGE.

THIS is the only Passage you ought to take, coming out of *Cape Francis*, when the winds are not steady from the E.S.E. You will always go with a large wind, which is a great advantage, and will avoid all the white grounds to the S.E. of the *Caycos*, which it is customary to make. This method of coming into the white grounds is very bad, and very dangerous, whereas there is no risk in making the land some leagues to leeward of the *Little Cayco*.

In leaving the Cape you must steer a N. by W. course, and after having run 35 leagues you will find yourself 2½ leagues S.W. of the *Little Cayco*; then you may haul your wind, first as high as north only, on account of the reefs of *Sandy Island*, which lies to the north of the *Little Cayco*; after which you may steer N. by E. 3 or 6 leagues, when you may haul up N.E. or may continue to steer north without any fear. After having run 10 or 12 leagues on that course, you are out of the Passage.

If, when you are two leagues S.W. of the *Little Cayco*, the winds do not permit you to steer N. by E. or to make a good north course; after having run 13 leagues, without getting sight of *Mogane island*, (*Managuana*) the best way, if night comes on, is to tack and stand S.E. 3 or 4 leagues, then tack again to the north, and you will weather, by 3 or 4 leagues, the breakers off the east point of *Mogane*. If, when you are to the S.W. of the *Little Cayco*, 2 or 3 leagues, the wind will not suffer you to lay north, you must not attempt to go to windward of *Mogane*, but go to fetch the channel between it and the *Isla's Plates*, or *Flat islands*. You must steer for it N.W. 6° N. Having run 18 leagues, you are in sight of the west point of *Mogane*, which ought to be north of you, about two leagues distant, you do not run any risk in approaching this point, which is safe; a small white shoal runs off from it, with three fathoms water almost close to the shore. When you have doubled *Mogane West Point*, so as to bring it to bear east, you may, if the wind permits, steer north. In that case you will pass 3 or 4 leagues to the windward of *Samana island*; but if your course is not better than N. by W. after having run on 12 or 13 leagues, and the night comes on before you can see *Samana*, tack, and stand on for 5 or 6 leagues; then make good a N. by W. course on the other tack, and you will weather the eastern breakers of *Atzagua's key*, or *Samana island*, at 3 leagues. Should you be two leagues from the West point of *Mogane*, and the wind will permit you to make only a N. N.W. course, after having run 6 leagues on that course, you will see the *Flat islands*, bearing W.N.W. 2 leagues; then you may pass to windward or leeward of them, as the wind may admit; when you are come 1½ or 2 leagues north, or N.E. of the *Great flat island*, you may steer N.N.W. and N.W. ¼ N. without any fear, and after running 12 or 13 leagues, you are out of the Passage. You must not go in the least to the northward of this course, on account of *Samana*, whose breakers off the West point bear N.N.W. from the westernmost of the *Flat islands*.

The *Flat islands* are very low, they bear from the S.W. point of *Mogane* N.W. ¼ W. 8½ leagues. You may go pretty close on the east, north, and south sides; the white bottom which incloses them being pretty steep. On the N.W. of the large island, the reef running out some little way, it is necessary to give it a good birth. You may anchor on the S.W. part of the white bottom, but very close to the shore there is a small lagoon of fresh water, supplied entirely by the rain.

Little Heneaga lies to the leeward of the *Little Cayco*, and is seldom seen by navigators, whose wish is always to cross this Archipelago as quick as possible; nevertheless, as you may have a N.E. wind in the mid-channel between the *Caycos* and *St. Domingo*, it is requisite you should know the east side of the *Great* and *Little Heneaga*.

Little Heneaga bears W. 8° S. from the *Little Cayco*, 9 leagues; it is rather low, and very much like the islands above described: it leaves a very deep channel of 1½ league between it and the north part of *Great Heneaga*; the two sides are steep within a cable's length of the shore; at the same length from the shore you may go within a mile of any part of *Little Heneaga*. There is a small reef, which does not run a mile, off the S.E. part; and on the south side a white bottom, bordered with a reef, at the foot of which you

will have 40 fathoms. If you should be drove by the winds near *Little Henenga*, and should find yourself to the N.E. of the East point, one or two leagues off, you ought then to steer N.N.W. 15 leagues, to come two leagues south of the West point of *Mogane*, from whence you are to proceed as already said.

The East coast of the *Great Henenga*, is bordered with a reef; it runs in a N.N.E. and S.S.W. direction, 6 leagues; then W. by S. 9 leagues, and joins the Point called *Pointe des Paille-en-culs*, off which a reef extends two miles into the sea.

Leaving *Cape Francois*, you generally find the wind at S.E. or E.S.E. and near the shore the current runs to windward; these are two powerful inducements to engage you to steer N.E. or N.N.E. for the *Turks Island Passage*: but about 10 or 11 o'clock the wind generally turns round to the North, and sometimes as far as N.E. Being then 5 or 6 leagues from the coast, and the current no longer felt, you must necessarily make the *White Grounds* to the southward of the *Caycos*. So many ships are lost there, by the greediness of getting 20 leagues to windward, which are scarce an object, and when the risk is evident, that this consideration should induce navigators, when they set sail from *Cape Francois*, to steer at once for the *Little Cayco*, as before observed.

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THE CAYCOS.

THE *Caycos* are an assemblage of several islands and islets, which inclose a white shoal, some part of which are very shallow, and others tolerably deep; there are four principal islands—viz. The *Great Cayco*, the *North Cayco*, the *N.W. Cayco*, or *Provinciers island*, and the *Little Cayco*; they form a semi-circle from the east to the west, coming by the north; and are terminated on the south part by a great bank, on which you will find from 3 to 15 feet water.

The north part of these islands is bordered with a white shoal, on which is a reef extending only half a league from shore; in the N.E. part the white shoal runs out in a point, a whole league, and at its extremity is a reef, called *Basse St. Philippe*, (*St. Philip's shoal*) on which the sea breaks with violence: at a cable's length to the north, and the east of this shoal, you will not have less than 7 fathoms. South of it the white bottom runs to the south, and approaches insensibly towards the shore: you find 4 or 6 fathoms between it and the shore, which in an urgent case, leaves a sure passage.

The east coast of the *Great Cayco*, and the west coast of the *Little*, are safe and bold to within half a league of the shore.

From the beginning of the south point of the *Little Cayco*, a chain of breakers extends to the east 3 leagues, after which they decrease, and run towards the south, to join a sandy islet, called *French key*. This is low, with some bushes on it, and bears from the south point of *Little Cayco* E.S.E. 3 leagues. The reef from the *French key* stretches to the south $7\frac{1}{2}$ leagues to join another sandy islet, which has not more than 20 paces extent, and is entirely drowned at high-water: all this part of the reef is bold, and as the water breaks pretty strong upon it, you easily see it in time; but south of the sandy islet there are no breakers, and you cannot have notice of the edge of the bank but by the whiteness of the water.

From this sandy islet the bank runs a short league to the south, then to the S.E. 8 leagues, when it trenches to the N.E. and afterwards runs S.S.E. two leagues, till abreast of the southern islets, which are situated a league within the white water. These islets are within $21^{\circ} 10'$ north latitude.

From the sandy islets as far as abreast of the southern ones, the bank is very dangerous; you cannot see any land, and come suddenly from a sea without bottom, into 2 or 3 fathoms. The colour of the water is the only thing that can warn you of the danger, and this is by no means certain, for navigators accustomed to see on the surface of the water the shadow of clouds, which sometimes has the appearance of shoals, are often lulled into a fatal security. No motive then ought to induce you to approach this part of the bank, and you will do right to keep at a good distance.

If after having been turning to windward several days in this neighbourhood, you have not seen the land, the safest way is never to cross the latitude of 21° in the night, but to wait for day-light; then should you perceive any change in the water, which indicates white grounds, without seeing neither land nor breakers, you may be sure you are on the west side; then you may steer N.W. and N.W. $\frac{1}{4}$ W. to fetch the *Little Cayco*, and go through the Passage to leeward of these islands. Should you see the southern islets bearing about N. or N.W. you may stand on upon the white water in from 7 to 12 fathoms; then make a tack or two to get to windward, and go through the *Turks island passage*, which is to windward of the *Caycos*.

As soon as you see the southern islets the bank is no longer dangerous, and you may go on it as far as 1 or $1\frac{1}{2}$ league; S. and S.W. of these islands you will not have less than 7 fathoms, and generally from 9 to 11.

From the westernmost of the southern islets, which is a league within the bank to the easternmost, the bank runs first south 3 leagues, then east 7, afterwards north 2 leagues, and then rounds in, to join a large island to the north-westward, 3 leagues.

The channel between the *Caycos* and *Turks islands*, is 6 leagues across in the narrowest part: it is a good passage, and without any danger; you may come within half a league of the *Caycos*, and on the east side of the islets without fear. Through this passage you may turn with great safety, and will not feel the current if you do not come within $1\frac{1}{2}$ league of the shore.

You will find an anchorage on the white shoals, near the south point of the *Great Cayco*, which may shelter ships that do not draw more than 15 or 16 feet; west of this point there is a fresh water lagoon.

The best anchorage for small vessels is to the west of, the *North Cayco*, near the small *Island of Pines* in the inlet, which that island makes with *Providenciers island*. Within the reefs that border that part of the coast, lies *L'Ance a L'Eau*, (Water cove) where you anchor in 3 fathoms, upon a white bottom; there is good water, and it is the watering place of the *Providenciers*. You will discover the entrance of the bay, by coasting along the reef, from the rounding in of the coast, after passing the west point of the *Three Maries*, or *Booby rocks*. When you perceive a great extent of white water within the reef, you must send your boat to find the channel, and moor her in it, making use of your lead; and if you want to get in, be not afraid of coming near the reef. When you are once within the reef, you may let go your anchor in 3 fathoms: you may go farther in by towing or turning with caution; the entrance is not more than half a league or two miles from the shore.

W. by S. of *Booby rocks point*, is the N.W. point of *Providenciers key*: and the reef terminates at this point, which you range on the west part within $\frac{1}{2}$ of a league. You may anchor off this coast in 8 or 10 fathoms, but you must range the shore pretty close, to be on the White Shoals, bringing a steep hummock, seen $\frac{1}{2}$ league inland, to bear S.W. then you will see the shoals recede a little from the shore, and afford a large space for the turning of the ship. Four miles south of the N.W. point begins a reef, which comes from the coast, running S.W. $\frac{1}{4}$ W. $2\frac{1}{4}$ leagues; this reef is terminated by a small sandy

islot, almost under water, which bears S. W. from the New point of *Providencia* key, at the distance of 3 leagues.

From this sandy islot the reef runs into the eastward, and afterwards trenches out to join the north part, or the *Little Cayco*, which is surrounded with white shoals.

The *Little Cayco* bears S.W. $\frac{1}{2}$ S. from the N.W. point of *Providencia* key, which is of a middling height, and of a white colour: you may range along the N.W. part, close to the edge of the white grounds; the west part is very bold to the south point, where you may anchor in from 5 to 7 fathoms, on the white bottom.

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MOUCHOIR QUARRE, or THE SQUARE HANDKERCHIEF.

THIS shoal is very dangerous, and has much more extent than the charts generally give it. It bears S.E. $\frac{1}{4}$ E. true north of *Sand key*, one of the *Turk's islands*, distant 7 leagues. Upon the edge of the white ground to the W.S.W. of the *Square Handkerchief*, as far as the S.W. you will have from 11 to 14 fathoms. On the N.W. edge there is a key, on which you find but 8 or 10 feet. From this shoal the bottom runs E. by N. 7 leagues to a rocky spot, where the water breaks with great violence. It is natural to suppose that all this interval is full of sunken keys, which renders its approach very dangerous; on the S. and S.W. parts the grounds give warning, and you will find from 10 to 15 fathoms; however, the best way is to bear up, and pass to leeward, unless, being on the eastern edge, you perceive the end of the white grounds, and can weather them the next tack.

A ship entered, on the 3d of June, 1785, at 6 o'clock in the morning, the white grounds of the *Square Handkerchief*, on the S.W. edge, and found from 11 to 14 fathoms, smooth coral bottom. Stood to the N.N.E. at 50 minutes after 7; sounded in 14 fathoms, saw a-head, and a little to windward, a bottom which appeared nearer the surface; she then bore up, but too late, for she was stranded on a key, in 9 feet water. This may shew how dangerous it would be to run on these grounds. Close to the N.W. edge of this key, she could not get bottom in 40 fathoms. This key lies in the lat. $21^{\circ} 5' N.$ and long. $70^{\circ} 43' W.$ from London.

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THE SILVER KEY.

THIS shoal has more extent than the *Square Handkerchief*; the southern point is in the lat. of $20^{\circ} 13'$, and the northernmost part in $20^{\circ} 32'$. It is a very white ground in many places, especially in the north part, and very brown in the S. and S.E. parts.

The N. and N.N.W. parts have some keys, with no more than 8 or 9 feet water, and perhaps less; but it appears that these keys are not exactly on the edge. The master of a schooner, drawing 9 feet water, found himself ashore on the *Silver keys*, coming down, after he had run near a mile S.W. on very white grounds. The E. or rather the N.E. edge, is very dangerous. In this part there are three keys, within a cable's length of the edge, which have not more than 10 or 12 feet water.

The west side is safe, and there is a great depth of water; but about $1\frac{1}{2}$ league on the east side the bottom decreases, and you see shoals in the N.E. which are rising very near the surface.

Ships ought never to venture within any part of the white grounds, where you will often fall from 14 fathoms to 10 feet; if by accident they find themselves in the middle of them, the best way is to tack, and go out the same way they came in, ranging along the grounds.

Should you by any circumstances be forced to go from *Cape Francois* thro' the passage between the *Square Handkerchief* and the *Silver keys*, you must, at the departure, make your course good N.E. by E. and E.N.E. If the winds suffer you to steer that course, you would pass in the mid channel; but if you are forced to turn, and you would not get sight of the *St. Domingo* shore, after you have once got into the longitude of $70^{\circ} 15'$ W. from *London*, you must not pass the latitude of $20^{\circ} 25'$, without frequently heaving the lead. If you come as far as $20^{\circ} 35'$, without getting ground, you have nothing to fear from the *Silver keys*, and must only look out for the *Square Handkerchief*, which is not dangerous on the south, the bottom giving you notice in 10 and 15 fathoms. You must continue to get to the eastward, and when you come in the latitude of $21^{\circ} 20'$, you are entirely out of the passage.

The *Silver key* is 11 leagues long, E. and W. and 7 leagues broad, N. and S. in the greatest dimension. The westernmost part lies N. and S. from *Old Cape Francois*.

The *Square Handkerchief* and the *Silver keys* bear from each other S.E. and N.W. The channel between the two is very safe, and 14 leagues in breadth.

You experience on the edges of the shoals weak currents, which generally follow the directions of those edges. On the *Square Handkerchief* they are scarcely felt; on the S.E. part of the *Silver keys* you find them setting to the W. and N.W. but a short league from the ground, their effect is not perceivable.

In general, you ought not to mind, in your reckoning, the weak currents which exist in these passages, they being no where to be feared.

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Observations on the navigation round the Gonave Islands, and in the Southern Channel.

THE most dangerous reefs are those which seem to be joined with the land of the *Little Gonave*, and are stretched above a league in the offing; however, they lie at about a mile from the shore, and you might pass, in an urgent case, between them and the *Little Gonave*, even with a ship; but the attempt would be imprudent, if you are not forced to do it, and have not the wind well set in, as the currents are very strong and irregular, though they run more generally to N.N.E. in this part, and between the two *Gonaves*.

Small vessels, drawing 8 or 9 feet water, may find a good anchorage to the west of the *Little Gonave*; to come to it the south channel is far preferable to that of the north.

The N.E. point of the *Gonave*, called *Galet point*, is low and bordered with a reef which stretches along the east coast, coming from the south, and extends a little more than $1\frac{1}{2}$ mile opposite the place called *Trou a l'Eau*, or *Water hole*; within is a white ground, where you find from 4 to 6 fathoms water.

To sail near this reef, which every vessel can do, that draws 9 or 10 feet, you must, in coming from the east, take a channel which is opposite a fisherman's hut. There are several other channels, which are easily known by the

non-appearance of white ground ; about 88 fathoms within the reef you may range along the coast as far as *Galet cove*, in case the wind should fail, there is anchorage every where ; but the places to be preferred are *Piron cove*, *Constantine's hole*, and especially *Galet cove*, which is very convenient, the hold is good, and the reefs shelter you from the swell of the sea.

The several anchorages on the north coast for boats or schooners are *L'Islet a Mare*, *Grand Lagoon*, and *Sahama channel*, where you are equally sheltered ; the remainder of the coast is likewise bordered with reefs, but they are very near the shore, and you find there no anchorage.

The west part is an iron bound coast, along which you may range pretty near, but it is not so from the S.W. point to *Point-a-Retures*, where you find a number of small reefs asunder, and almost even with the water. Several small vessels may anchor in that part, on the spot named *Les Baleines*, or the *Whales* ; but you cannot do it without a pilot well acquainted.

The only place where two or three great ships, such as frigates, could anchor, is *La Baie du Parc*, *Park bay*, which lies to the N.W. of *Pointe Fantasque* ; but coming into it is dangerous, on account of several reefs asunder which are never seen.

The reef called *Rochelois* has been fatal to many ships, and was still much feared by navigators ; it lies in the channel which separates the south coast of the *Gonave* from that of *St. Domingo* ; its breadth is near $2\frac{1}{2}$ miles, in a direction N. and S. nearly, and its length about 4 miles from E. to W.

The extent of the rocks which are toward the middle of this reef is about 110 fathoms, they are quite uncovered at low tide, but three heads only are perceived at high water. There are two other shoals of very small extent, which are dangerous, having only 2 fathoms water. They lie to the N.W. of the rocks in the middle, one at 600 fathoms distance, and the other at 260. There may be some dangers on the *Rochelois*, and prudence requires that, with a great ship, you should avoid it entirely ; there is more room for tacking to the north of that reef than to the southward of it. You are only to keep at the distance of one mile at least from the *Gonave*, if you pass by the north, whereas, in passing by the south, you may range along the *St. Domingo* coast, which is safe and clear in this part.

The latitude of the middle of the *Rochelois*, is $16^{\circ} 37' 26''$ N.

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Directions for vessels bound to Trinidad.

IN the rainy season, that commences commonly the end of June, or beginning of July, a strong current sets out of the *Bocca's del Drago*, or *Dragon's mouths*, occasioned by the rivers and branches of the *River Orinoco*, that empty themselves into the *Gulph of Paria*. This, with a strong lee current and southerly wind that generally prevails at the same season, occasions many vessels to fall very unexpectedly to leeward, an accident irretrievable by the fastest sailing vessel, particularly in light winds. It is therefore advisable for vessels bound in that season to *Trinidad*, from the *United States*, to go to windward of *Barbadoes*, and make *Trinidad*. From thence steer S.S.W. or as high as the wind will permit, to get hold of the land of *Trinidad*, distant 6 or 7 leagues. The course, along the north shore of *Trinidad*, is W.S.W. 15 leagues from the point of *Gallera*, or N.E. point of the island to the *Bocca's*.

If you have a moderate breeze you may enter the second *Bocca's* (being the safest, except the *Grand Bocca's*, farther to leeward), keeping the lee or westward shore on board, by which means you will carry in the breeze, and leave

an eddy current when the stream is running out in the middle and on the eastward. If the wind is light, and the tide on ebb, we would advise the *Great Bocca's*, or *Dragon's mouth*, where you may come to, in good holding ground, with a light kedge, till the breeze or current favours.

When you are within the *Bocca's* and *Gulf Paria*, a short distance, you will open *St. David's tower*, above the town of *Port of Spain* clear of the south part of *Gaspar Grande*, about E. by N. distant 4 or 5 leagues. *St. David's tower* or *citadel*, is of white stone, a conspicuous mark, in the interior of the fortifications, built by Governor Picton, on *Abercrombie heights*. In sailing up, you will see the forts on *Gaspar Grand* and *Point de Guard*, for protection of the *Carrenage* and *Chagaramus*; and farther up, the shipping off the town.

Heavy laden vessels, not calculated for beating, we would advise to run down in lat. $10^{\circ} 10' N.$ make the S.E. point of the island, run down the south side, and enter the *Gulf of Paria* by the *Serpent's mouth*. There are no dangers in running down this channel, and you will have from 12 to 5 fathoms through, keeping the land of *Trinidad* nearest on board. In entering the gulf, keep as close as possible to *Point de los Gallo*, or *Cock's point*, to avoid the *Soldier keys*. When in, luff up. *Port of Spain town* lies N.E. distant 12 leagues. In running for the S.E. point and south side, you will have soundings before you make the land—Should night come on you may anchor in the channel.

On the north side of the island of *Trinidad* is a narrow ridge of high mountains, running the whole length from east to west; the other parts are moderately low, except on the south side, where there are several hills.

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COURSES AND DISTANCES.

FROM	By the Compass.	Leag
Point Alderton, when to the eastward of the Graves, to Cape Ann	N. E.	9
Broad Sound to Marblehead	N. N. E.	5
Boston Light-house, when to the eastward of the Graves, to Cape Ann	N. E. $\frac{1}{2}$ N.	21
Boston Light-house to Cape Cod	E. S. E.	15
the dry Salvage Rock, off Cape Ann, when said rock bears S. E. two miles distant, to Newburyport Bar	N. W.	5
Newburyport Bar to Portsmouth Light-house	N. N. E.	7
the dry Salvage Rock to Portsmouth	N. $\frac{1}{4}$ W.	11
the Meeting-house on the Isle of Shoals to Boon Island	N. E. $\frac{1}{2}$ N.	42
do do to Boon Island Ledge	N. E. by E.	42
do do to Portsmouth Light-house	N. N. W. $\frac{1}{2}$ W.	31
do do to Newburyport Lights, on Plumb Island	S. W. $\frac{1}{2}$ W.	6
do do to Thatcher's Island Lights	S. $\frac{1}{2}$ W.	61
do do to Baker's Island Light-house	S. S. W.	9
do do to Boston Light-house	S. S. W. $\frac{1}{2}$ W.	134
do do to Cape Cod Light-house	S. S. E. $\frac{1}{2}$ E.	19
the Isle of Shoals to York harbour	N. $\frac{1}{2}$ E.	5
York Harbour to York Ledge	S. E.	2
Portsmouth, when the Light-house bears N. N. W. distance one league, to the Nubble of Cape Neddock	N. N. E.	4
Cape Neddock to Boon Island	S. E.	2
Boon Island to Boon Island Rock	E.	1
Cape Neddock to Wells Bar	N. b. E.	4
Cape Neddock to Cape Porpois	N. E.	7
Cape Porpois to Wood Island	N. E.	4
Wood Island to Cape Elizabeth	N. E.	4
Cape Elizabeth to Alden's Ledge	E. S. E.	3
Portland Light-house to Alden's Ledge	S. S. E.	4
Cape Elizabeth to Seguin Island	E.	3
Cape Ann to Cape Elizabeth	N. N. E.	25
Seguin Island to Manhegin Island	E.	3
Manhegin Island to Matinac	N. E. $\frac{1}{2}$ E.	7
Matinac Island to the Isle of Holt	N. N. E. $\frac{1}{2}$ E.	7
the Isle of Holt to Long Island	E. N. E.	7
Long Island to Mount Desert Rock	S. E.	6
Matinac Island to Mount Desert Rock	E.	14
Matinac to Machias Seal Islands	E. N. E.	26
Matinac to Machias	N. E. b. E. $\frac{1}{2}$ E.	27
Machias Seal Islands to Grand Manan	E. N. E.	2
Cross-Isle Machias to West Passamaquoddy Head	N. E. b. E.	9
West Passamaquoddy Head over the Bar to Allen's Isle	N. N. W.	2
Allen's Isle to Moose Island	N. N. E.	1
Moose Island to the Devil's Head or Oak Bay	N. N. W.	9
Grand Manan Isle to the Wolves' Island	N. E. b. N.	3
the Wolves' Island, when said island bears E. S. E. your course to Campo Bello Island	W. N. W.	3
Cape Ann to Cashe's Ledge	E. $\frac{1}{2}$ N.	214
Cape Ann to Manhegin Island	N. E. $\frac{1}{2}$ E.	40
Eastern Point of Cape Ann to Baker's Island	W. b. S.	21
Boston Light-house to go clear of Cape Cod	E. b. S.	18
Cape Ann Lights to go clear of Cape Sables	E. b. S.	75
Cape Ann do. to the Shoals of George's Bank	S. E. $\frac{1}{2}$ E.	45
Cape Ann do. to go clear of Cape Cod, through the South Channel	S. E. b. S.	18
the high land of Cape Cod to George's Bank	E. S. E.	36

* These courses cannot be run, on account of Cape Ann, which intervenes, till you have run more to the southward.

COURSES AND DISTANCES.

FROM	By the Compass.	Leag
the high land of Cape Cod to the South Shoal of Nantucket, to go clear of the Shoals	S. S. E.	28
Cape Cod Light to Chatham	S.	12
Chatham to the Round Shoal	S. S. E.	7
Chatham to Butler's Hole	S. S. W.	4
Butler's Hole, when clear of the Pollock Rip, to Nantucket Light-house	S. S. W.	4
Sandy Point Light-house to Nantucket Light-house, (on Brant Point)	S. S. W.	3
Morris Island to the Round Shoal	S. S. E.	7
the Round Shoal Channel-way, when the Light-house bears S. W. by W. steer for the Light-house	S. W. by W.	31
Morris Island and Ship Channel	S. S. E. and S. E.	7 1/2
Gay Head to Block Island	W. S. W.	14
Block Island to Rhode Island	N. E. by N.	7
Rhode Island Light-house to the harbour of Rhode-Island	N. E.	1 1/2
Block Island to Point Judith	N. N. E.	4
Block Island to Gardner's Island	W. 1/2 N.	11
Block Island to Montock Point	W. 6. S.	6 1/2
Montock Point to Gardner's Island	W. by N.	5 1/2
Gardner's Island to Shelter Island	W.	3
Block Island to the east end of Fisher's Island	W. 1/2 N.	8 1/2
Block Island to Watch Point, which lies to the northward of Fisher's Island	W. N. W.	7
Watch Point to the Light-house of New-London, going to the northward of Fisher's Island, W. by N. 2 leagues, and	W. N. W.	7
Block Island to the S.W. end of Fisher's Island	W. by N.	11
the S.W. end of Fisher's Island to New London	N. N. W.	2 1/2
Point Judith to Fisher's Island	W. 1/2 S.	11
Point Judith to go through the Race	W. 1/2 S.	14
the Race to the Light-house on Eaton's Neck	W. 1/2 S.	32
Eaton's Neck to Sand's Point	W. S. W.	9
Sand's Point to Hart Island	S. W.	1 1/2
Hart Island to Frog's Point	S. S. W.	1 1/2
Frog's Point to Hunt's (near Hell Gate)	W. 1/2 S.	1 1/2
Plumb Island to Sharp's Point (being up the Sound on Long Island)	W. by S.	19
Sharp's Point to Crane's Point	W.	2 1/2
Crane's Point to Huntington Harbour	W.	6 1/2
Montock Point to Sandy Hook, or Light-house of New-York	W. S. W.	46
Sandy Hook to Cape Henlopen	S. S. W. 1/2 W.	37
Cape Henlopen to Cape Henry	S. S. W. 1/2 W.	40
South Shoal of Nantucket to Block Island	W. by N. 1/2 N.	40
South Shoal of Nantucket to Cape Henry	S. W. by W.	141
Gay Head to Cape Henlopen	W. S. W. 1/2 S.	97
Gay Head to Cape Henry	S. W. 1/2 S.	130
Holmes' Hole in the north channel to Gay-Head your course is W.S.W. Your course from West Chop to Wood's Hole is	N. by W.	3
Cape Henry to Cape Hatteras	S. 1/2 E.	37
Cape Henry to Roanoke Island	S. 6. E.	25
Cape Hatteras to Ocracoke Bar	W. S. W.	10
Roanoke to Cape Hatteras	S. 1/2 E.	15
Ocracoke to Cape Lookout (when East of all the Shoals)	S. W.	14
Cape Lookout to Topsail Inlet	W. S. W.	4
Topsail Inlet to Bouge Inlet	S. W. by W.	6

* This is not to be depended on unless you are well acquainted with the tide, which sets N.N.W. and S.S.E. across the Race, and will be apt to set you on one side or the other.

† Latimer Rock bears N. from the E. part of the harbour of Fisher's Island, half a league distant. It has an Iron Spire on the top of it, about 13 feet high, with a white vane. The deepest channel is to the northward of the Rock.

‡ In sailing from the Race to Eaton's Neck, you will have from 15 to 20 fathoms water, sandy bottom.

§ A Light-House is erected at the mouth of this harbour, on Eaton's Neck, a point of land comprehended within the county of Suffolk, which is the most eastern of the three counties, into which Nassau Island is divided. For a description of the Light-House see page 181.

By the Compass.	Leag
N. E.	9
N. N. E.	5
N. E. 1/2 N.	8 1/2
E. S. E.	13
N. W.	5
N. N. E.	7
N. 1/2 W.	11
N. E. 1/2 N.	4 1/2
N. E. by E.	4 1/2
N. N. W. 1/2 W.	3 1/2
S. W. 1/2 W.	6
S. 1/2 W.	6 1/2
S. S. W.	9
S. S. W. 1/2 W.	13 1/2
S. S. E. 1/2 E.	19
N. 1/2 E.	5
S. E.	2
N. N. E.	4
S. E.	9
E.	1
N. by E.	4
N. E.	7
N. E.	4
N. E.	4
E. S. E.	3
S. S. E.	4
E.	8
N. N. E.	25
E.	8
N. E. 1/2 E.	7
N. N. E. 1/2 E.	7
E. N. E.	7
S. E.	6
E.	14
E. N. E.	26
N. E. by E. 1/2 E.	27
E. N. E.	4
N. E. by E.	9
N. N. W.	2
N. N. E.	1
N. N. W.	9
N. E. by N.	3
W. N. W.	3
E. 1/2 N.	21 1/2
N. E. 1/2 E.	40
W. by S.	2 1/2
E. by S.	18
E. by S.	75
S. E. 1/2 E.	43
S. E. by S.	18
E. S. E.	56

ences, till you have run

COURSES AND DISTANCES.

FROM	By the Compass.	Leag.
Bouge Inlet to Bear Inlet	S.W. b. W.	1
Bear do. to New River	S.W. b. W.	3
New River to Cape Fear	S.W.	16
Cape Hatteras to the S.W. point of Cape Hatteras Shoals	S.E. $\frac{1}{2}$ E.	4
do. to the S.E. part of the Shoal	S.E. b. S.	5
do. Shoals to Cape Lookout	S.W.	20
thence to the south point of the Shoals off ditto	S. b. E. $\frac{1}{2}$ E.	6
thence to Cape Fear	W.S.W.	23
thence to the S.E. point of Fryingpan Shoals, off do.	S.S.E.	7
thence to Georgetown	W. by S. $\frac{1}{2}$ S.	23
thence to the Shoals off do.	S.S.E.	8
thence to Cape Roman	W.	4
thence to Charleston Light-house	W.S.W. $\frac{1}{2}$ W.	12
Charleston Bar to Savannah Bar	S.W.	25
Savannah to Tybee Light-house	E.S.E. $\frac{1}{2}$ E.	2
thence to Port Royal	N.E. $\frac{1}{2}$ E.	6
thence to the entrance of the river St. John	S. $\frac{1}{2}$ W.	38
thence to Augustine Bay	S. b. E. $\frac{1}{2}$ E.	18
thence to Cape Canaveral	S. b. E. $\frac{1}{2}$ E.	31
thence to the Shoals off do.	E.	1
thence to Cape Florida	S.	45
thence to the S.W. point of Dry Tortuga Shoals	S.W. b. W. $\frac{1}{2}$ W.	59
thence to Cape Sable	E.N.E. $\frac{1}{2}$ E.	33
thence to Cape Roman	N.W. $\frac{1}{2}$ N.	20
thence to Charlotte Harbour	N. $\frac{1}{2}$ E.	21
thence to Spiritu Santo Bay	N.N.W. $\frac{1}{2}$ W.	9
thence to the Bay of Apalache	N.W. $\frac{1}{2}$ N.	56
thence to Cape St. Blaise	W. $\frac{1}{2}$ S.	13
thence to Pensacola Bar	W.N.W.	24
thence to the Mobile Point	W. $\frac{1}{2}$ S.	15
thence to the mouth of the Mississippi	S.W. $\frac{1}{2}$ S.	24
Providence Harbour to Frozen Key	W.N.W.	10
Frozen Key to the North-west Passage	W. $\frac{1}{2}$ N.	9
Turk's Island to Philip's Reef	N.W.	9
Philip's Reef to Will's Look-out	W.N.W.	7
Will's Look-out to Bottle Creek	W.N.W.	6
Bottle Creek to Blubber Cutt	W.S.W.	5
Blubber Cutt to the N.W. Point	W. b. S.	5

Courses and Distances between the Coast of Hispaniola, the Caycos, Turk's Island, &c.

FROM Nicholas Mole to the West end of Tortugas	N.E. b. E. 3° E.	11
the West end of Tortugas to the East end of Henegaga	N. $\frac{1}{2}$ E.	26
to Little Henegaga	N. $\frac{1}{2}$ W.	29
to the Little, or West Cayco	N. by E. $\frac{1}{2}$ E.	31
Little Henegaga to the Little Cayco	E.	10
the Hogsties to Flat Islands, or French Keys	N. by E. $\frac{1}{2}$ E.	20
Atwood's Key to Mayaguanna	S.E. by E.	18
French Keys on the Bank to the South Point of Little Cayco	S.E. $\frac{1}{2}$ E.	7
Sandy Key to French Key	N.N.W.	4
Cape Francois to the Little Cayco	N. $\frac{1}{2}$ W.	32
Monte Christo to the South Point of the Caycos Bank	N.	18
North Key to the East side of Long Island	W.	9
to Rum Key	N.N.W.	14
to Atwood's Key, or Samana Island	N.E. b. E. $\frac{1}{2}$ E.	12
to Watland's, or Watling's Island	N. 5° E.	19
the South end of Key to Watland's Island	N.E.	9
to Little Island, or Little Key	W.N.W. $\frac{1}{2}$ W.	7
to the N.W. part of Long Island	W.S.W.	12
the N.W. part of Long Island to Little Island	N.N.E. $\frac{1}{2}$ E.	8
the Dog's Head (east end of Tortugas) to Cape Francois	S.E. $\frac{1}{2}$ E.	13
to Monte Christo	E. by S.	21
Monte Christo to the South point of the Caycos Bank	N.	18
to Sand Key (the Southernmost of Turk's Islands)	N.N.E. 3° N.	27
to the Cape Land (Cape Francois)	W. by S. $\frac{1}{2}$ S.	16

COURSES AND DISTANCES.

FROM	Course	Distance
Monte Christo to Point Ysabelica	-	-
Cape Francois to the Little C	-	-
Old Cape Francois to Silver Key	-	-
Cape Mase to Barracon	-	-
to the S.W. point of Great Henega	-	-
Cape Nicholas to the S.W. Point of Henega	-	-
the S.W. Point of Henega to the Hogsties	-	-
the West Point of Henega to the Hogsties	-	-
Henega to South Key, or Castle Island	-	-
the Hogsties to South Key	-	-
Henega to Mira por vos Keys	-	-
Mira por vos Keys to South Key	-	-
South Key to the South-west end of Long Key, or Fortune Island	-	-
the South-west end of Long Key to the Wells of Crooked I-land	-	-
to the Bird Rock, or North Key	-	-

Courses and Distances from the Caribbee and Virgin Islands.

FROM	Course	Distance
Barbadoes (Carlisle Bay) to the N.W. point of Tobago	-	-
Barbadoes (Carlisle Bay) to the South-end of St. Vincents	-	-
Barbadoes (N.W. end) to the East end of Marygalante	-	-
Barbadoes (North end) to Point Salines, or South end of Martinico	-	-
Tobago (Brown's Point, or S.W. end) to Point Salines, or S.W. end of Grenada	-	-
all along the Grenadines, from the North end of Grenada	-	-
Bequir to St. Vincents	-	-
St. Vincents (Point Tarratee, the North end) to the Point du Gros Piton, or S.W. point of St. Lucia	-	-
along St. Lucia, (from Point du Gros Piton) to Gros Islet	-	-
St. Lucia (Gros Islet) to Point Salines, or south end of Martinico	-	-
St. Lucia (Gros Islet) to Diamond Rock	-	-
Martinico (the Pearl Rock) to Point Cachacron, in Dominica	-	-
Dominica (Prince Rupert's Bay) to Basseterre Road in Guadeloupe	-	-
Dominica (Prince Rupert's Bay) to the Little Island of Aves	-	-
Dominica (North Point) to the S.W. point of Marygalante	-	-
Guadaloupe (South Point) to the S.W. point of the Westernmost Saint	-	-
Guadaloupe (Englishman's Head) to Johnson's Point in Antigua	-	-
Guadaloupe (Englishman's Head) to English Harbour	-	-
the Easternmost Saint to Marygalante	-	-
Marygalante (North Point) to Descada	-	-
Antigua (Ship's stern) to the South side of Barbuda	-	-
Antigua (St. John's Road) to the N.W. end of Monserrat	-	-
Antigua (St. John's Road) to the South end of Nevis	-	-
Monserrat (West Point) to the South end of Nevis	-	-
Monserrat (West Point) to Redondo	-	-
Nevis (South Point) to Horse-shoe Point, the southernmost of St. Kitts	-	-
St. Kitt's (Sandy Point) to St. Eustatia	-	-
St. Kitt's (Sandy Point) to the S.W. end of St. Bartholomews	-	-
St. Kitt's (Sandy Point) to Santa Cruz	-	-
St. Eustatia to Saba	-	-
Saba to the Little Island of Aves	-	-
Saba to Virgin Gorda	-	-
Saba to Sombbrero	-	-
Santa Cruz to St. John's	-	-
Santa Cruz to St. Thomas	-	-
St. John's (Ram Head) to St. Thomas	-	-
Anegada to Sombbrero	-	-

By the Compass.	Leag.
E. Northerly.	12
N. $\frac{1}{2}$ W.	34
N. by E. $\frac{1}{2}$ E.	16
W. by N.	8
N.E. by N.	17
N. $\frac{1}{2}$ W. or N. $\frac{1}{2}$ W.	24
N. N.W.	14
N. by W.	9
N. N.W.	22
N. 27° W.	12
N.W. b. N.	24
E. $\frac{1}{2}$ N.	31
N. $\frac{1}{2}$ W.	8
N.E. or N.E. b. N.	9
N. $\frac{1}{2}$ E.	10

By the Compass.	Leag.
S. by W.	36
W. Southerly.	26
N. N.W. $\frac{1}{2}$ W.	58
N.W. b. N. or N.W.	28
N.W. by W.	29
N. by E. $\frac{1}{2}$ E.	17 $\frac{1}{2}$
N.	2
N. by E. $\frac{1}{2}$ E.	5 $\frac{1}{2}$
N. N.E.	9
N. Easterly.	6
N. by W.	7
N. N.W.	8
N.W. by N.	10
W.	42
N.E. $\frac{1}{2}$ N.	6 $\frac{1}{2}$
S.S.E. $\frac{1}{2}$ E.	2 $\frac{1}{2}$
N. by W.	9
N.	9
E. by N.	8 $\frac{1}{2}$
N. N.E.	8
N. by E. $\frac{1}{2}$ E.	11
S.W. b. W. $\frac{1}{2}$ W.	7
W. b. N. $\frac{1}{2}$ N.	12
N.W. b. N. $\frac{1}{2}$ N.	10 $\frac{1}{2}$
N.W. b. N.	24
N.W. b. W.	23
W. N.W.	14
N. $\frac{1}{2}$ W.	7
W. b. N.	33
N.W.	4
S.S.W. $\frac{1}{2}$ S.	41
N.W. b. W. N. by	41
N.W. b. N. $\frac{1}{2}$ N.	27
N. b. E.	6
N. N.W. $\frac{1}{2}$ N.	10
N.W. $\frac{1}{2}$ W.	6 $\frac{1}{2}$
W.	10

By the Compass.	Leag.
S.W. b. W.	11
S.W. b. W.	31
S.W.	16
S.E. $\frac{1}{2}$ E.	4 $\frac{1}{2}$
S.E. b. S.	5 $\frac{1}{2}$
S.W.	20
S. b. E. $\frac{1}{2}$ E.	6
W. S.W.	23
S.S.E.	7 $\frac{1}{2}$
W. by S. $\frac{1}{2}$ S.	23
S.S.E.	8
W.	4 $\frac{1}{2}$
W. S.W. $\frac{1}{2}$ W.	12
S.W.	25
E.S.E. $\frac{1}{2}$ E.	24
N.E. $\frac{1}{2}$ E.	6
S. $\frac{1}{2}$ W.	38 $\frac{1}{2}$
S. b. E. $\frac{1}{2}$ E.	18 $\frac{1}{2}$
S. b. E. $\frac{1}{2}$ E.	31
E.	14
S.	45 $\frac{1}{2}$
S.W. b. W. $\frac{1}{2}$ W.	59 $\frac{1}{2}$
E.N.E. $\frac{1}{2}$ E.	33
N.W. $\frac{1}{2}$ N.	20
N. $\frac{1}{2}$ E.	21
N. N.W. $\frac{1}{2}$ W.	9
N.W. $\frac{1}{2}$ N.	56
W. $\frac{1}{2}$ S.	13 $\frac{1}{2}$
W. N.W.	34
W. $\frac{1}{2}$ S.	15 $\frac{1}{2}$
S.W. $\frac{1}{2}$ S.	24 $\frac{1}{2}$
W. N.W.	10
W. $\frac{1}{2}$ N.	9
N.W.	9
W. N.W.	7
W. N.W.	6
W. S.W.	5
W. b. S.	5

By the Compass.	Leag.
N.E. b. E. 5° E.	11
N. $\frac{1}{2}$ E.	26
N. $\frac{1}{2}$ W.	29
N. by E. $\frac{1}{2}$ E.	31
E.	10
N. by E. $\frac{1}{2}$ E.	20
S.E. by E.	18
S.E. $\frac{1}{2}$ E.	7
N. N.W.	4
N. $\frac{1}{2}$ W.	32
N.	18
W.	9
N. N.W.	14
N.E. b. E. $\frac{1}{2}$ E.	12
N. 5° E.	19
N.E.	9
W. N.W. $\frac{1}{2}$ W.	7
W. S.W.	19
N. N.E. $\frac{1}{2}$ E.	8
S.E. $\frac{1}{2}$ E.	12
E. by S.	21
N.	18
N. N.E. 5° N.	27
W. by S. $\frac{1}{2}$ S.	18

<i>Courses and Distances on the South side of Hispaniola, &c.</i>		<i>By the Compass.</i>	<i>Leag.</i>
FROM	Atavella to the island of Beata	N.E.	21
—	ditto to the Frails	N.N.W.	3
—	the False Cape to the S.W. point of Beata	S.E. b. S.	5
—	Western False Cape to Atavella	S. b. E.	6
—	ditto False Cape to the Frails	S. $\frac{1}{2}$ E.	4
—	ditto to River Sambay	N.N.W.	6
—	Jaquesmel to Cape Bennet	W.S.W.	4
—	Cape Bennet to Avache, or the Isle of Ash	W. $\frac{1}{2}$ S.	19
—	Avache to Point Abasco	W. b. S. $\frac{1}{2}$ S.	11
—	Point Abasco to Cape Tiburon	W. b. N.	11
—	Cape Tiburon to Navassa	W. Northerly.	12
—	Navassa to Cape Donna Maria	N.E. b. E.	12
—	Cape Donna Maria to Cape Rosa		6
—	Cape Rosa to the Great Caymite	E. b. N. $\frac{1}{2}$ N.	12
—	N. point of Caymite to W. end of Granive Bar		9
—	Cape Donna Maria to Cape Nicolas	N.E. b. E.	32
—	Cape Nicolas to the island of Great Canite	S.	22
—	ditto to the W. end of Great Granivo	S.S.E.	15
—	Cape Nicolas to the W. end of Tortugas	N.E. b. E.	13
—	the E. end of Tortugas to Cape Francois	S.E. b. E.	10 $\frac{1}{2}$
—	ditto to the Grange	E. b. S.	21
—	Caycos Key to Mayaguana	N.W. b. W.	20
—	Caycos Key to the E. end of Hencaga	W.	15 $\frac{1}{2}$
—	the S.W. end of Great Hencaga to Acklin's Key	N.N.W. $\frac{1}{2}$ W.	24
—	W. end of ditto to French Keys	N. b. E.	30
—	French Keys to Atwood's Key	N.N.W. $\frac{1}{2}$ W.	10
—	French Keys to S.W. Point Mayaguana	E.S.E.	8
—	W. end of Mayaguana to W. Caycos	S.E. b. E.	20
—	W. Caycos Key to Cape Francois	S. b. E.	36

Courses and Distances between Jamaica, Cuba and Hispaniola.

FROM	Port Morant to Morant Keys	S.E. $\frac{1}{2}$ E.	12
—	Morant Keys to the Overfall	E.N.E.	11
—	Morant Point, or East end of Jamaica to the Formigas	Bet. N. & N.N.E.	9
—	St. Jago to Cumberland Harbour	E.	13
—	Cumberland Harbour to Puerto Escondido	E.	6
—	to Cape Bueno	E. b. N. $\frac{1}{2}$ N.	17
—	Cape Bueno to Cape Mayzo	N.E.	5
—	Navassa to Cape Tiburon	E. Southerly.	14
—	to Cape Donna Maria	N.E. b. E.	12
—	Cape Tiburon to Cape Donna Maria	N. b. E.	7
—	Cape Donna Maria to Cape Rosa	E.N.E. $\frac{1}{2}$ E.	7
—	to Cape Nicholas, the W. end of Hispaniola	N.E.	32
—	Cape Rosa to the W. end North Caymite	E.	7
—	to Cape Nicholas	N.E. b. N.	26
—	the North Caymite to the West end of Guanaba	N.E. b. E.	13
—	the S.E. point of Guanaba to the Triangles	E.N.E.	5
—	to St. Mark's Point	N. b. W.	5
—	the Triangles to St. Mark's Point	N.W. b. W.	5
—	St. Mark's Point to the Devil's Bluff	N.N.E.	2
—	to the Platform	N.W.	11
—	the Platform to Cape Nicholas	N.W. b. N.	5
—	Cape Nicholas to the Gonahives	E.	9
—	the Gonahives to Artibonite River	E.S.E.	11

WINDWARD PASSAGE.

FROM	the East end of Jamaica to St. Jago	N. $\frac{1}{2}$ E.	38
—	ditto to Cumberland Harbour	N.N.E.	47
—	the E. end of Jamaica to Sphink's Bay	N.E. b. N.	31
—	ditto to Navassa	E.N.E. $\frac{1}{2}$ E.	22
—	ditto to Cape Donna Maria	E.N.E.	32

COURSES AND DISTANCES.

By the Compass. Leag

N. E.	21
N. N. W.	3
S. E. b. S.	5
S. b. E.	6
S. $\frac{1}{2}$ E.	4
N. N. W.	6
W. S. W.	4
W. $\frac{1}{2}$ S.	19
W. b. S. $\frac{1}{2}$ S.	11
W. b. N.	11
W. Northerly.	12
N. E. b. E.	12
E. b. N. $\frac{1}{2}$ N.	6
N. E. b. E.	9
S.	32
S. S. E.	22
N. E. b. E.	15
S. E. b. E.	13
E. b. S.	104
N. W. b. W.	21
W.	20
N. N. W. $\frac{1}{2}$ W.	15
N. b. E.	24
N. N. W. $\frac{1}{2}$ W.	30
E. S. E.	10
S. E. b. E.	8
S. b. E.	20
S. E. $\frac{1}{2}$ E.	36
E. N. E.	12
Bet. N. & N. E.	11
E.	9
E.	13
E. b. N. $\frac{1}{2}$ N.	6
N. E.	17
E. Southerly.	5
N. E. b. E.	11
N. b. E.	12
N. b. E.	7
E. N. E. $\frac{1}{2}$ E.	7
N. E.	32
E.	7
N. E. b. N.	26
N. E. b. E.	13
E. N. E.	5
N. b. W.	5
N. W. b. W.	5
N. N. E.	3
N. W.	11
N. W. b. N.	5
E.	9
E. S. E.	11
N. $\frac{1}{2}$ E.	38
N. N. E.	47
N. E. b. N.	51
E. N. E. $\frac{1}{2}$ E.	28
E. N. E.	38

FROM Navasa to Cape Tiberon	
Cape Nicolas to the S. W. end of Heneago	
to Cape Maize	
the S. W. end of Heneago to the Hogsties	
the Hogsties to the south part of Acklin's Key	
Acklin's Key to south part of Long Key	
South end of Long Key to Bird Rocks	
West part of Bird Rocks to south part of Watland's Island	
Watland Island to south end of Rum Key	
Rum Key to Little Island	
Watland Island to Little Island	
Rum Key to N. W. part of Long Island	
N. W. end of Long Island to Little Island	
to Exuma Pond	
Exuma Pond to Ship's Channel, between the East end of the	
island Ethera and Little Island	
S. E. end of Cat Island to Little Island	
Ship's Channel to Powell's Point	
Powell's Point to James' Point	
James' Point to the entrance of Harbour Island	
Harbour Island to Egg Island	
Egg Island to Providence Bar	

From Jamaica, through the Gulf.

FROM Port Royal Keys to Portland	
Portland Point to Great Pedro Point	
Pedro Point to the easternmost Pedro Keys	
Pedro Keys to Boca Nova	
Boca Nova to W. end of Jamaica	
the S. W. end of Jamaica to Grand Caminas	
to Little Caminas	
Little Caminas to Caminbrack	
Caminas to Great Caminas	
E. end of Grand Caminas to S. side of the Isle of Pines	
W. end of ditto to Cape Corientes	
Cape Corientes to Cape Antony	
the Havannah to the reef of Tortugas Bank	
to Looe Key	
to Matanzas	
Matanzas to Looe Key	
to North Key, Cuba	
North Key to W. end of Key Sel	
Key Sel to Double-headed Shot	
to Matanzas	
Double-headed Shot to Cape Florida Reef	
to Cat Key	
the Pan of Matanzas bearing S. by W. through the Gulf, the	
general course is	

Courses and Distances on the Mosquito Shore.

FROM Black River to Cape Cameron	
Cape Cameron to Truxilla Point	
Black River to the Island of Bonacca	
Cape River to Prenaw	
Prenaw River to Sacrelyien Creek	
Sacrelyien Creek to Little Rock	

Q q

By the Compass. Leag

E. Southerly.	13
N. $\frac{1}{2}$ W.	20
N. W. b. N.	16
N. N. W.	12
N. N. W. $\frac{1}{2}$ W.	15
W. $\frac{1}{2}$ N.	1
N.	6
N.	20
S. W.	7
N. W.	8
W. S. W.	9
W. $\frac{1}{2}$ N.	7
N. E. b. E.	5
S. W.	8
N. N. W.	20
S. E.	9
N. W.	17
N. W.	6
N. N. W.	7
W. b. S.	8
S. W. $\frac{1}{2}$ W.	14

S. W. Southerly.	—
W. b. N.	10
S. $\frac{1}{2}$ E.	14
S. S. W. $\frac{1}{2}$ W.	27
N. b. E.	50
W. b. N. $\frac{1}{2}$ N.	56
N. W. $\frac{1}{2}$ N.	35
E. N. E.	25
W. S. W.	18
N. W. $\frac{1}{2}$ W.	52
N. W. $\frac{1}{2}$ W.	76
N. N. W.	51
N. W.	37
N. E. b. E.	32
E.	23
N. Westerly.	25
E.	20
N.	2
N. N. W.	45
W. S. W.	22
N. W. b. N.	185
N. E. b. N.	24
N. N. E.	—

W. $\frac{1}{2}$ N.	4
W. $\frac{1}{2}$ S.	17
W. N. W.	25
W.	1
W. $\frac{1}{2}$ S.	1
W.	1

COURSES AND DISTANCES.

FROM	By the Compass.	Leag.
Little Rock to Great Rock	W. S. W. & S.	4
Great Rock to Lyme's River	S. W. b. W.	3
Lyme's River to Old Romaine River	W.	4
Old Romaine River to Three Leagues Point	W.	4
Lyme's River to Cape Honduras	W. b. N.	9
Cape Honduras to the Hog Islands	W.	18
to Truxilla	S.	3
to Uvilla	W. b. N.	18
Uvilla to Bishop and Clerks	S. W. near N.	15
Bishop and Clerks to Snakes Keys	W.	21
Bonacca Middle to Middle Italian	W. b. S.	16
Santa's Islands to Bonacca	W. S. W.	40
Salomides Reef, 3 leagues long, from Uvilla	W. S. W. southerly	—
Triumph la Cruz, distant from Bishop and Clerks	S. W. b. W.	6
Point Sal to Bishop and Clerks	E. b. N.	7
Cape Honduras to the Island of Bonacca	N. Easterly.	19
Cape Honduras to the East end of Rattan	N. W. b. W.	14
the West end of Rattan to Uvilla	S. W. Southerly.	8
Black River to Latack River	E. b. N.	17
Putok River to Carrasco Lagoon	E. b. S.	17
Carrasco to Eboe Cape	E. b. S.	16
Eboe Cape to Man Cape	S. E.	5
West end of Rattan to Uvilla	S. W. Southerly	5
Uvilla to Trin le Croix	S. W. b. W.	16
Trin le Croix to Port Sal	W. N. W.	4
Port Sal to Port Oua	W. S. W.	7
Port Oua to the entrance through the Ricks, by the Sepu- dilla Keys	N. N. W.	10

By the Compass.	Leat
W. S. W. 1 S.	4
S. W. b. W.	3
W.	4
W.	4
W. b. N.	9
W.	18
S.	18
W. b. N.	18
S. W. near W.	13
W.	21
W. b. S.	16
W. S. W.	40
W. S. W. southerly	—
S. W. b. W.	6
E. b. N.	7
N. Easterly.	19
N. E. b. W.	24
S. D. southerly.	8
E. b. N.	17
E. b. S.	17
E. b. S.	16
S. E.	8
S. W. southerly	16
S. W. b. W.	16
W. N. W.	4
W. S. W.	7
N. S. W.	10

TABLE
OF THE
LATITUDES AND LONGITUDES
OF THE PRINCIPAL CAPES, HEADLANDS, PLACES, RIVERS, &c.
MENTIONED IN THE
AMERICAN COAST PILOT.

[N. B. R. stands for River; I. for Island; P. for Point, and C. for Cape. The Longitude is reckoned from London.]

NAME OF PLACES.	Lat. North	Long. West.	NAME OF PLACES.	Lat. North	Long. West.
Newfoundland.					
Belle Isle	51,53	55,25	Cape St. George	48,30	59,18
Quirpon Harbour	51,40	55,34	South Head	48,07	58,21
St. Anthony's Cape	51,17	55,38	Cape St. Gregory	49,22	58,14
Hare Bay	51,15	55,36	Bay St. Paul	49,30	57,50
Green Island	51,00	55,40	Ingonachaux Bay	50,58	57,22
Green Island	50,47	55,50	St. John's Island	50,50	57,18
Hoopring Harbour	50,46	56,15	Point Ferolle	51,02	57,06
White Bay	50,15	56,20	Bay St. Barbe	51,15	56,48
Horse Islands	50,10	56,46	Cape Norman	51,38	55,57
Cape St. John	50,06	55,38	N. point of the Great Bank of	50,15	49,45
Bay of Notre Dame	50,00	55,30	Newfoundland	41,00	52,00
Swampy Islands	50,08	54,35	S. Point, do.	47,00	42,00
Pigo Island	50,00	55,49	Outer Bank		
Gander Bay	49,30	54,10	Gulph of St. Lawrence.		
Wadham Islands	49,34	53,25	St. Paul's I.	47,19	59,55
Cape Frees	49,24	52,55	Bird Islands	47,52	60,26
Funk Island	50,01	52,12	Brian Island	47,50	60,55
Barrow Harbour	48,50	53,00	Magdalen I. S.W. Point	47,12	61,56
Cape Bonavista	49,10	52,55	N.E. Point	47,41	60,55
Trinity Bay	48,30	53,00	Entry I.	47,15	61,15
P. of Grates	48,22	52,30	Deadman's I.	47,15	61,48
Cape St. Francis	47,54	52,25	I. of Anticosti, E. Pt.	49,08	61,54
St. John's Harbour	47,32	52,20	 S.W. do.	49,22	63,18
Cape Spear	47,22	52,15	 W. do.	49,48	64,16
Bay of Bulls	47,11	52,24	 N. do.	49,53	65,53
Cape Broyle	46,54	52,30	Isle de Bic, in the River St.		
Cape Ballard	46,49	52,37	Lawrence	48,39	67,50
Cape Race	46,47	52,44	Mount Camille	46,37	67,15
Cape Pine	46,40	53,15	Cape St. Ann	49,08	66,40
St. Mary's Bay	46,53	53,30	Cape St. Ann	49,13	65,18
Cape St. Mary's	46,50	54,02	Cape Rozire	48,47	65,50
Bay of Placentia	47,06	54,30	Cape Gaspe and Bay	48,44	65,53
Chapcaurouge	46,53	55,17	Flat Point	45,46	63,53
St. Peter Islands	46,46	56,06	Island Bonaventure	48,28	63,53
Langley Island	46,42	56,15	Cape Despair	48,54	64,01
Great Miquelon	46,53	56,16	Mascon Island	48,00	64,16
Burnet	47,15	55,30	Point Facumiac	47,01	64,37
Fortune Bay	47,16	55,30	St. John's I. N. Cape	47,02	65,49
Penguin Islands	47,24	57,00	 W. Point	46,34	64,11
Runney Island	47,32	57,25	 E. do.	46,27	64,48
Great Barrisauy	47,37	57,40	 Bear Cape	46,00	64,15
Burges Island	47,32	57,37	 Hillsborough Bay	46,09	64,55
Cape Ray	47,37	59,10	Cape St. George	45,51	61,44
God Roy Island	47,52	59,18	Out of Camor, N. entrance	45,42	61,22
			Hustau Corp I.	45,56	61,22

LATITUDES AND LONGITUDES.

NAMES OF PLACES.	Lat. Long.		NAMES OF PLACES.	Lat. Long.	
	North	West		North	West
Port Hood	45,37	61,20	Castine, (formerly Penobscot)	44,54	68,30
Spanish Bay, (off Cape Breton)	46,18	59,57	Matinicus Island	45,50	68,56
Port Dauphin ditto	46,23	60,15	Wooden Bald Rock	45,45	68,55
C. North I. ditto	47,06	60,10	Island of Manhegin	43,44	69,15
Flint Island	46,11	59,33	Pennaquid Point	43,46	69,57
Scataria Island	46,09	59,27	Townsend, or Booth Bay entrance	43,49	69,04
Cape Breton	45,57	59,35	do. South point Rock	43,50	69,07
Louisbourg	45,54	59,45	Bannin Ledges	43,52	69,03
C. Hinchinbroke	45,54	60,24	Kennebeck River entrance	43,45	69,42
Isle Madame	45,29	69,44	Saguine Island	43,41	69,41
Gut of Cansor (S. entrance)	46,28	60,36	Cape Small Point	43,40	69,47
Chedabucto Bay	46,23	60,46	Cashe's Ledge, (shoalest part)	43,04	69,06
<i>From Cape Cansor to the River St. Croix.</i>			Alden's Ledge, (off Cape Elizabeth)	43,26	70,00
Cape Cansor	45,16	60,56	Brunswick	43,39	
Port Howe	45,15	61,06	Fort Sumner (Portland)	43,4	
Porbury	45,15	61,14	Portland Light-house	43,39	70,08
Sandwich Bay	45,08	61,34	Cape Elizabeth	43,5	70,06
Port Stephens	45,00	61,5	Saco River entrance	43,28	70,17
Halifax Harbour	44,56	61,25	Wood Island, off do.	43,57	70,15
C. Sambro Light house	44,50	63,27	Biddeford town	43,56	70,21
Charlotte Bay	44,54	63,50	Agamenticus Hill	43,16	70,36
Port Jackson	44,17	64,25	Cape Porpoise	43,21	70,20
Isle of Hope	43,55	64,30	Wells Harbour	43,19	70,28
Port Roseway	43,40	65,13	Bald-head	43,15	70,30
Sable I. (E. Point)	44,04	65,53	Cape Neddock Nubble	43,10	70,31
..... (W. do.)	44,04	66,25	York River	43,07	70,33
Cape Sable	43,27	65,30	Boon Island	43,06	70,26
Seal Isles	43,27	65,55	Boon Island Ledge	43,04	70,22
Cape Forchee	43,52	66,04	Portsmouth Light-house	43,04	70,39
St. Mary's Cape	44,10	66,07	Portsmouth	43,05	70,41
Breyer's Island	44,19	66,39	Isle of Shoals	42,57	70,33
Annapolis Royal	44,47	65,50	Newburyport Lights (on Plumb Island)	42,48	70,46
Hauto Island	45,19	64,47	Ipswich entrance	42,45	70,44
Cape Chignecto	45,24	64,44	Annisquam (Pigeon Hill)	42,45	70,36
Cape Spencer	45,17	65,50	Sandy Cove (or Bay)	42,41	70,34
Mocogone Island	45,18	65,55	Cape Ann Light-houses on		
Entrance of St. Croix River	45,00	67,00	Thatcher's island	42,40	70,34
<i>Coast of the United States of America.</i>			E. Point of Cape Ann Harbour	42,58	70,39
Island of Campo Bello, (middle or West passage of Passamaquoddy-Bay)	44,50	67,05	Manchester Harbour	42,55	
Wolves' Islands	44,48	66,50	Light-house on Baker's Island	42,35	70,47
East end of Grand Manan	44,40	66,50	Beverly Harbour	42,35	70,52
Grand Manan N. head	44,43	66,55	Salmon	42,54	70,50
Do. West end	44,36	67,04	Marblehead	42,59	70,50
Do. S.W. Ledge of Seal Rock	44,25	67,06	Nahant Point (N.E. Point of Boston Harbour)	42,27	70,52
Quady Head, (N.E. P.)	44,43	67,05	Boston Light-house	42,21	70,54
Entrance of Machias River	44,35	66,56	Boston	42,25	70,58
Cross Island, off Machias Bay	44,31	67,25	Cambridge (Mass.)	42,23	71,03
Machias Seal Islands	44,27	66,52	Cape Cod	42,05	70,14
Beal's Island (S. point)	44,24	67,37	Cape Cod Light-house	42,05	70,14
Little Manan Island	44,19	67,52	Sandy Point, or Mainbar	41,55	70,00
Gouldsborough Harbour	44,20	67,56	Shoal of George's, East end	41,45	69,22
Mount Desert Rock	43,52	68,05	do. of do. W. end	41,35	68,54
Cranberry I. (near Mount Desert)	44,14	68,12	Nantucket Great round Shoal	41,25	69,55
Long Island, (S. of Mount Desert, or entrance of Blue-hill Bay)	44,06	68,22	Nantucket Light-house	41,22	69,58
Isle of Holt	44,00	68,05	Sancoy head, on Nantucket I.	41,16	69,56
			Tom Never's head	41,14	69,57
			Nantucket South Shoal	40,44	69,55
			Cape Poge	41,25	70,27
			Squibnocket head (southwestern part of Martha's Vineyard)	41,12	70,48

(34)
LATITUDES AND LONGITUDES.

PLACES.	Lat.	Long.
North	West.	
Chobaco	44,24	68,16
-	43,56	68,56
-	43,40	68,55
-	43,44	69,15
-	43,40	69,27
Bay en-	43,49	69,04
-	43,22	69,07
-	43,52	69,03
ance	43,43	69,42
-	43,41	69,41
-	43,40	69,47
est part	43,04	69,06
Cape Eli-	43,20	70,00
-	43,52	
-	43,42	
-	43,39	70,00
-	43,52	70,06
-	43,28	70,17
-	43,27	70,15
-	43,52	70,21
-	43,16	70,36
-	43,21	70,20
-	43,19	70,28
-	43,15	70,30
-	43,10	70,31
-	43,07	70,33
-	43,06	70,26
-	43,04	70,22
-	43,03	70,39
-	43,05	70,41
-	42,57	70,33
on Plum-	42,48	70,46
-	42,43	70,44
-	42,42	70,36
-	42,41	70,34
sea on	42,46	70,34
Harbour	42,38	70,39
-	42,35	
's Island	42,33	70,47
-	42,35	70,52
-	42,34	70,50
-	42,39	70,50
Point of	42,27	70,52
-	42,21	70,54
-	42,22	70,58
-	42,23	71,03
-	42,05	70,14
-	42,05	70,14
bar	41,53	70,00
st end	41,35	69,22
-	41,35	68,54
id Shoal	41,25	69,55
-	41,22	69,58
utucket I.	41,16	69,56
-	41,14	69,57
ol	40,44	69,55
-	41,25	70,27
thwestern		
neyard	41,12	70,48

NAMES OF PLACES.	Lat.	Long.	NAMES OF PLACES.	Lat.	Long.
North	West.		North	West.	
Gay Head Light-house	41,22	70,53	Tybee Light	34,46	80,57
Noman's Land Island	41,16	70,52	St. Catharine's Sound	41,37	81,18
New Bedford	41,41	70,57	St. Simon's Sound	41,01	81,48
Buzzard's Bay entrance	41,28	70,56	Brunswick, (Geor.)	31,16	
Newport entrance	41,29	71,23	Amelia Sound, or entrance of		
Rhode Island Light-house	41,28	71,30	St. Mary's River	30,35	82,00
Point Judith	41,24	71,32	Falbert's Island, (Geor.)	30,20	82,00
Block Island (Middle)	41,10	71,40			
Montock Point, East end of			Islands in the West-Indies.		
Long Island	41,04	72,01	Trinidad, (N.E. point)	10,45	60,56
New London, (or entrance of)			Tobago, (N.E. do.)	11,25	59,37
Thames River	41,22	72,16	 (S.W. do.)	11,05	60,49
Norwich on do.	41,34	72,29	Grenada, (N.E. Point)	12,14	51,49
New Haven entrance	41,18	72,57	 S.W. do.	11,57	62,19
New York Light-house on San			Grenada Bank, Middle	11,55	62,45
dy Hook	40,24	74,07	Barbadoes, (S. Point)	13,02	59,45
Perth Anboy	40,35		 E. do.	13,13	59,37
Little Egg Harbour	39,30	74,25	 Bridgetown	13,09	59,51
Great Egg Harbour	39,10	74,38	 N.W. Point	13,22	59,52
Cape May	38,57	74,55	St. Vincent, (N. Point)	13,12	61,16
Philadelphia	39,57	75,14	 S. do.	13,04	61,15
Cape James	38,47	75,08	St. Lucia, (S. Point)	13,53	61,00
Light-house on Cape Henlopen	38,47	75,10	 N. do.	13,56	60,46
False Cape	38,27	75,08	Martinique, (S.E. Point)	14,24	60,57
Cape Charles	37,11	76,10	 Diamond do.	14,23	61,01
Cape Henry	36,58	76,17	 Port Royal	14,36	61,04
Norfolk, (Vir.)	36,55	76,37	 W. Point	14,25	61,14
Petersburg, (Vir.)	37,14	77,54	 N.E. do.	14,51	61,00
York Town, (Vir.)	37,12	76,52	Dominica (S. Point)	15,15	61,20
Richmond, (Vir.)	37,30	77,50	 N. do.	15,2	61,25
Annapolis, (Mar.)	39,00		Marigalante, (N.E. Point)	16,1	51,00
Alexandria (Vir.)	38,49	77,18	 S.E. do.	15,55	61,59
Washington (City)	38,55	77,14	Guadaloupe, (S. Point)	16,2	61,43
Chincoteague shoals, (on Ma-			 N. do.	16,20	61,42
ryland shore)	38,00	75,05	Grandterre, (S.E. do.)	16,12	61,43
Baltimore	39,20	76,50	 N. do.	16,41	61,25
Romoke Inlet	35,47	76,08	Descada, (N.E. Point)	16,24	60,56
Cape Hatteras Shoals, (S.W.P.)	34,48	76,00	 S.W. do.	16,16	61,03
Cape Hatteras	35,08	76,07	Antigua, (E. Point)	17,03	61,45
Ocracoke Inlet	34,54	76,28	Montserrat, (N.E. Point)	16,47	62,12
Newbern, (N.C.)	35,14		 S.W. do.	16,41	62,15
Beaufort, (N.C.)	34,42		Redondo Island	17,08	62,20
Cape Lookout	34,22	77,06	Nevis	17,17	62,28
Shoals off do. (S. part)	34,12	77,01	St. Christophers, or St. Kitts,		
Gore Sound, or entrance to			(S.E. Point)	17,16	62,31
Beaufort	34,28	77,18	 N.W. do.	17,26	62,42
Bouge Inlet	34,38	77,38	St. Eustatia (the Town)	17,25	63,04
Bear do.	34,39	77,42	Saba	17,31	63,08
New River do.	34,27	77,57	Aves Island	15,3	63,55
Topail do.	34,18	78,04	Barbuda, (S.E. Point)	17,50	61,45
Wilmington, (N.C.)	34,11	78,21	St. Bartholomew, (E. Point)	17,56	62,54
Petersburgh, (Geor.)	33,46	81,32	 W. do.	17,54	62,51
Cape Fear	33,50	78,25	St. Martin's, (E. Point)	18,03	62,50
S. end of do. Shoals	33,40	78,2	 W. do.	18,40	63,07
Fryingpan Shoals, off do.	33,30	78,17	Anguilla, (N.E. Point)	18,22	62,46
Georgetown (S.C.)	33,14	79,07	 S.W. do.	18,09	63,05
Shoals off do.	33,10	79,03	Prickly Pear	18,20	63,10
Cape Roman	33,03	79,24	Sombbrero	18,26	63,21
Charleston Light-house	32,4	80,02	Anegado, (E. Point)	18,36	63,50
North Edisto Inlet	32,3	80,16	 W. do.	18,41	64,01
South Edisto do.	32,30	80,24	St. Croix, or Santa Cruz, (E.P.)	17,36	63,40
Beaufort, (S.C.)	32,28		 W. do.	17,44	64,25
Port Royal	32,05	80,52	Virgin Gorda, (E. Point)	18,10	63,40

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LATITUDES AND LONGITUDES.

NAMES OF PLACES.	Lats. Long.		NAMES OF PLACES.	Lats. Long.	
	North	West.		North	West.
Virgin Gorda, (the Fort) -	18,18	63,54	Havannah -	23,12	82,12
Tortola, (E. point) -	18,21	64,27	Matanzas -	23,12	81,15
..... W. do. -	18,18	64,39	Islands and Shoals North of		
St. John's, (S. point) -	18,05	64,40	Cuba and Jamaica -		
..... the Town -	18,25	64,41	East Reef -	20,12	68,43
Porto Rico, (N.E. point) -	18,22	64,46	North Reef, (E. Point) -	20,18	69,10
..... S. E. do. -	18,39	63,39	 W. do. -	20,31	69,32
..... N. W. do. -	18,10	63,38	The Triangles -	20,40	69,48
..... S. W. do. -	18,11	67,46	Square Handkerchief, (N. E.		
La Moua Island -	18,11	67,43	Point) -	21,35	70,14
Hispaniola, or St. Domingo -	18,10	68,24	S. W. ditto. -	21,03	70,43
..... Cape Engano -	18,27	68,47	Grand Turks Island, (N. E.		
..... Saona I. (E. point) -	17,55	68,48	Point) -	21,42	70,49
..... Altavella Rock, (off do.) -	17,23	71,35	The Great Caycos, (S. Point) -	21,20	71,50
..... Abaco point -	17,52	73,30	 S. E. do. -	21,43	71,17
..... Port-au-Prince -	18,40	72,10	 W. do. -	21,40	72,24
..... Cape Tiburon -	18,15	74,26	Inagua or Henegua, (N. E.		
..... Port St. Louis -	18,19	73,15	Point) -	21,35	72,59
..... Navaza Island -	18,16	74,55	 W. ditto. -	22,04	73,40
..... Cape Donna Maria -	18,38	74,22	Little Inagua, or Henegua,		
..... Point Grove -	18,27	72,45	(S. W. Point) -	21,42	72,56
..... Cape Nicholas -	19,16	73,25	N. ditto -	21,56	72,30
..... the Mole -	19,18	73,25	Hogsties, (the Middle) -	21,44	73,51
..... Tortugas, (E. point) -	20,02	73,32	Mayaguana, (E. Point) -	22,44	72,33
..... W. do. -	20,03	73,54	 N. do. -	24,51	72,53
..... Monte Christo -	19,36	71,39	 S.W.do. -	24,45	72,55
..... Old Cape Francois -	19,40	69,57	French Keys -	22,51	73,27
..... Cape Samana -	19,15	69,10	Miraperoes Keys, (S. Point) -	22,14	74,18
..... Cape Raphael -	18,56	69,00	Castle Island, or South Key -	22,20	74,00
Island of Jamaica.			North Key Crooked Island -	23,14	74,02
..... Morant, (S. E. end) -	17,58	75,57	Arwood's Key, (N. E. Point) -	23,29	73,25
..... Port Royal -	18,00	76,40	Key Verdy, (S. W. Point) -	24,12	75,10
..... Portland Point -	17,44	77,02	The Brothers -	22,38	75,00
..... Carlisle Bay -	17,50	77,15	Long Island, (S. part) -	22,48	74,34
..... Pedro Bluffs -	17,52	77,35	 N. do. -	23,58	74,45
..... Black River -	18,05	77,40	Run Key -	23,54	74,15
..... Savannah la Mar -	18,15	78,06	Whitland Island, (S. part) -	24,00	73,55
..... Negri Point -	18,17	78,31	Little Island, (its centre) -	24,04	74,50
..... Montego Bay -	18,40	77,52	Jat Island (S. part) -	24,04	74,44
..... St. Ann's Harbour -	18,39	76,56	 N. do. -	24,39	75,12
..... Port Maria -	18,32	76,35	Exuma, (E. part) -	23,54	75,10
..... Port Anthony -	18,25	76,05	Eleuthera, (Powell's Pt. or S.		
Islands and Shoals lying off Ja-			part) -	24,45	76,10
maica.			Key Island, (or W. part) -	25,35	77,10
..... Morant Keys, (E. point) -	17,33	75,25	New Providence, W. P. -	24,56	78,03
..... W. do. -	17,27	75,48	Nassau Town, in do. -	25,04	77,45
..... Pedro Shoals, (E. point) -	17,20	77,01	 W.P. of do. -	24,57	78,03
..... Little Cayman, S.W. do. -	19,52	80,10	Andros Island, (S. Point) -	24,05	78,00
..... Great Cayman, S.W. do. -	19,11	81,08	 N. do. -	25,15	78,30
..... N. do. -	19,18		From Key -	25,22	78,00
..... Swan Island, S.W. do. -	17,12	83,30	The Hole in the Wall -	26,10	77,40
..... Mysterious Shoal -	18,00	83,50	Little Bank of Bahama, (N.W.		
..... A dry Bank -	18,36	73,15	Point) -	27,45	79,44
..... Præcel Shoal -	18,50	84,20	Sandy Key -	26,33	79,34
Island of Cuba			Great Isaac -	26,00	79,47
..... Cape Mayre -	20,16	74,04	Little do. -	26,05	79,11
..... St. Jago -	19,55	75,35	Jat Keys Harbour -	25,10	79,36
..... Cabo de Cruz -	19,42	77,52	Orange Key -	24,45	79,16
..... I. of P. 4, (S.W. point) -	21,20	83,12	Double-headed Shot Keys, (W.		
..... Cape Corrientes -	21,46	84,57	Point) -	24,00	80,10
..... Middle Cape -	21,44	84,54	Key Sal -	23,31	80,03
..... Cape Antonio -	21,49	85,15	Anguilla, (E. part) -	23,22	78,43
..... Coloradus rocks, N.W.P. -	22,30	85,14			

TIDE TABLE

SHEWING

THE TIME OF HIGH WATER

At Full and Change of the Moon, at the following places.

[NOTE. H. stands for hours, M. for minutes, and F. for feet.]

	H.	M.	F.
BOSTON Light-house	11	30	12
Marblehead, Salem and Cape Ann	11	30	12
Newburyport and Portsmouth	11	15	10
Portland and Casco Bay	10	45	9
Kennebeck and Sheepscut	10	45	9
Townsend, Broad Bay, and George's River	10	45	9
Penobscot River and Fox Island	10	45	10
Mount Desert and Gouldsborough	11	—	12
Machias	11	—	12
Passamaquoddy River and Moose Island	11	30	25
Plymouth, Cape Cod, and Manomoy Point	11	30	6
Race Point	10	45	—
Nantucket	12	3	6
Tarpaulin Cove	9	52	3
Gay head, New Bedford, Block Island, and Rhode Island harbours	7	37	5
New Haven	11	—	8
New London, New York, Elizabeth town Point and Cape Henlopen	8	54	3
Sandy Hook (New York)	6	37	5
Cape Henry and Cape Charles*	7	—	4
Charleston, (S.C.)	7	—	6
Port Royal	8	15	—
St. Simon's Sound	9	—	—
St. Simon's Bar	7	30	—
St. Simon's Offing	6	45	—
St. Anastasia's island	7	30	—
Florida Keys	8	50	—

* The tides in these rivers are governed by the winds. When it blows two or three days E. or N.W. the flood tide does not rise two feet; but when the wind blows a gale to the S. or E.S.E. the tide rises four or five feet.

ES.	Lat. Long.	
	North	West
	23,12	82,12
	23,12	81,15
rh of	20,12	68,43
	20,18	69,10
	20,31	69,32
	20,40	69,48
N. E.	21,53	70,14
	21,03	70,43
N. E.	21,48	70,49
int)	21,30	71,30
do.	21,43	71,17
do.	21,40	72,24
N. E.	21,53	72,59
	22,04	73,40
ge,	21,42	72,56
	21,56	72,59
	21,44	73,51
	22,41	72,33
	22,51	72,53
	22,45	72,55
	22,51	73,27
(A)	22,14	74,18
y	22,20	74,60
it	23,14	74,02
nt)	23,29	73,25
	23,12	73,10
	23,38	73,00
	22,48	74,34
	23,58	74,45
	23,54	74,15
	24,00	73,55
	24,04	74,50
	24,04	74,44
	24,39	75,12
	25,54	75,10
S.	24,45	76,10
	25,35	77,10
	24,56	78,05
	25,04	77,45
	24,57	78,03
	24,03	78,00
	25,15	78,30
	25,22	78,00
	26,10	77,40
W.	27,45	79,44
	26,33	79,34
	26,00	79,47
	26,05	79,11
	25,10	79,36
	24,43	79,36
W.	24,00	80,10
	23,31	80,03
	23,22	78,43

TO FIND THE TIME OF HIGH WATER AT ANY PLACE:

....

The use of the following TABLES for finding the Moon's AGE, and the TIME of HIGH WATER at any place.

Find the moon's age in the first table, by reckoning the number of days since last new moon; and against her age in the second table, you will find hours and minutes, which being added to the time of high water, at the given place, on the change and full days, will give the time of high water there, past noon on the given day. If the sum exceed 12 hours, subtract 12 hours from it, and the remainder will shew the time of high water after midnight; but if the sum exceed 24 hours, subtract 24 hours from it, and the remainder will shew the time of high water after noon on the next day; which being reduced back to the given day, by deducting 12 hours 24 minutes, for each tide of ebb and flood, will give the time of high water on the given day.

EXAMPLE I.

What time will it be High Water at Charleston on the 21st of August, 1806?

Against 1806, in the first table, and under August, I find new moon the 14th day; and reckoning forward to the 21st, I find the moon will then be 7 days old. Then against 7, under the moon's age in the second table stand 4h. 24m. to which I add 7 hours (the time of high water at Charleston, on the change and full days) gives 11h. 24m. the time of high water at Charleston in the afternoon of the given day.

EXAMPLE II.

Required the time of High Water at Boston Light-house, December 9, 1809?

Against 1809, in the first table, and under December, I find it will be new moon the 6th day; and counting forward to the 9th, I find that the moon will be 3 days old; then against 3, her age, in the second table, stand 1h. 56m. to which add 11h. 30m. (the time of high water at Boston light-house on the change and full days) gives 13h. 26m. the time of high water after noon; from which take 12h. 24m. for half a lunar day, or the time of one ebb and flood, the remainder, 1h. 2m. will be the time of high water at Boston light-house in the afternoon of the given day.

ANY PLACE.

ON'S AGE, and the

the number of days
table, you will find
h water, at the given
high water there, past
btract 12 hours from
ter midnight; but if
d the remainder will
which being reduced
for each tide of ebb
day.

the 21st of August,

I find new moon the
e moon will then be
e second table stand
er at Charleston, on
gh water at Charles-

December 9, 1809

ber, I find it will be
9th, I find that the
e second table, stand
ter at Boston light-
time of high water
day, or the time of
me of high water at

A T A B L E

Shewing the day of the Month the New Moon will fall on from the beginning of the year 1806 till the end of the year 1825, according to the New Stile: and also a TABLE of the shifting of the Tide, by which the Error in the common method of reckoning the time of High Water to fall 49 minutes later every day after the full and change, will evidently appear.

TABLE I.

	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.
Years	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M	N M
1806	19	18	20	18	18	16	15	14	12	11	10	9
1807	8	7	9	7	7	6	5	3	2	1	29	28
1808	27	26	26	25	25	23	23	21	20	19	17	17
1809	15	15	16	14	14	12	12	11	9	9	7	6
1810	5	3	5	3	3	2	1	29	28	28	26	26
1811	24	22	23	22	21	20	19	18	16	16	14	14
1812	13	11	12	11	10	9	8	7	5	5	3	3
1813	2	30	1,31	30	29	28	27	26	24	24	22	22
1814	21	19	20	19	18	17	16	15	13	13	11	11
1815	10	8	9	8	7	6	5	4	2	2	30	30
1816	29	27	28	27	26	25	24	23	21	21	19	19
1817	18	16	17	16	15	14	13	12	10	10	8	8
1818	7	5	6	5	4	3	2	1,31	29	29	27	27
1819	26	24	25	24	23	22	21	20	18	18	16	16
1820	15	13	14	13	12	11	10	9	7	7	5	5
1821	4	2	3	2	1,31	30	29	28	26	26	24	24
1822	23	21	22	21	20	19	18	17	15	15	13	13
1823	12	10	11	10	9	8	7	6	4	4	2	2
1824	30	28	29	28	27	26	25	24	22	22	20	20
1825	19	17	18	17	16	15	14	13	11	11	9	9

TABLE II.

Moon's age	Fin. An.
1	0 44
2	1 22
3	1 56
4	2 28
5	3 2
6	3 40
7	4 24
8	5 18
9	6 4
10	7 4
11	8 8
12	9 12
13	10 15
14	11 16
15	12 12
16	0 56
17	1 24
18	2 8
19	2 40
20	3 14
21	3 53
22	4 36
23	5 23
24	6 16
25	7 18
26	8 22
27	9 26
28	10 30
29	11 32
30	12 12
From change to full, the Moon comes to the Meridian in the afternoon and from the full to the change, she comes to the meridian after mid-night.	

APPENDIX.

L A W S

RELATING TO THE

Power and Duty of Consuls.

By an Act concerning Consuls and Vice Consuls of the United States, it is enacted, That

THEY shall have rights in the ports or places to which they are or may be severally appointed, of receiving the protests or declarations which such captains, masters, crews, passengers and merchants, as are citizens of the United States may respectively choose to make there; and also such as any foreigner may choose to make before them, relative to the personal interest of any citizens of the United States: and the copies of the said acts duly authenticated by the said consuls or vice consuls, under the seal of their consulates respectively, shall receive faith in law, equally as their originals would in all courts in the United States. It shall be their duty where the laws of the country permit, to take possession of the personal estate left by any citizen of the United States, other than seamen belonging to any ship or vessel who shall die within their consulate, leaving there no legal representative, partner in trade, or trustee by him appointed to take care of his effects, they shall inventory the same with the assistance of two merchants of the United States, or for want of them, of any others of their choice; shall collect the debts due to the deceased in the country where he died, and pay the debts due from his estate, which he shall have there contracted; shall sell at auction, after reasonable public notice, such part of the estate as shall be of a perishable nature, and such further part, if any, as shall be necessary for the payment of his debts, and at the expiration of one year from his decease, the residue; and the balance of the estate they shall transmit to the treasury of the United States, to be holden in trust for the legal claimants. But if at any time before such transmission, the legal representative of the deceased shall appear and demand his effects in their hands, they shall deliver them up, being paid their fees, and shall cease their proceedings.

For the information of the representative of the deceased, it shall be the duty of the consul or vice consul authorized to proceed as aforesaid, in the settlement of his estate, immediately to notify his death in one of the gazettes published in the consulate, and also to the Secretary of State, that the same may be notified in the State to which the deceased shall belong; and he shall also, as soon as may be, transmit to the Secretary of State, an inventory of the effects of the deceased, taken as before directed.

The said consuls and vice consuls, in cases where ships or vessels of the United States shall be stranded on the coasts of their consulates respectively, shall, as far as the laws of the country will permit, take proper measures, as well for the purpose of saving the said ships or vessels, their cargoes and appurtenances, as for storing and securing the effects and merchandize saved, and for taking an inventory or inventories thereof; and the merchandize and effects saved, with the inventory or inventories thereof, taken as aforesaid, shall, after deducting therefrom the expense, be delivered to the owner or owners. *Provided, That no consul or vice consul shall have authority to take possession*

of any such goods, wares, merchandize, or other property, when the master, owner or consignee thereof is present or capable of taking possession of the same.

To prevent the mariners and seamen, employed in vessels belonging to citizens of the United States, in cases of shipwreck, sickness, or captivity, from suffering in foreign ports, it shall be the duty of the consuls, vice consuls, commercial agents, vice commercial agents of the United States, from time to time to provide for the mariners and seamen of the United States, who may be found destitute within their districts respectively, sufficient subsistence and passages to some port in the United States, in the most reasonable manner, at the expense of the United States, subject to such instructions as the Secretary of State shall give; and that all masters and commanders of vessels, belonging to citizens of the United States, and bound to some port of the same, are hereby required and enjoined to take such mariners or seamen on board of their ships or vessels, at the request of the said consuls, vice consuls, commercial agents, or vice commercial agents respectively, and to transport them to the port in the United States to which such ships or vessels may be bound, on such terms, not exceeding ten dollars for each person, as may be agreed between the said master and consul, or commercial agent. And the said mariners or seamen shall, if able, be bound to do duty on board such ships or vessels, according to their several abilities; *Provided*, That no master or captain of any ship or vessel shall be obliged to take a greater number than two men to every one hundred tons burthen of the said ship or vessel, on any one voyage; and if any such captain or master shall refuse the same on the request or order of the consul, vice consul, commercial agent, or vice commercial agent, such captain or master shall forfeit and pay the sum of one hundred dollars for each mariner or seaman so refused, to be recovered for the benefit of the United States, in any court of competent jurisdiction. And the certificate of any such consul or commercial agent, given under his hand and official seal, shall be *prima facie* evidence of such refusal in any court of law having jurisdiction for the recovery of the penalty aforesaid.

It shall and may be lawful for every consul, vice-consul, commercial agent and vice-commercial agent of the United States, to take and receive for every certificate of discharge of any seaman or mariner in a foreign port fifty cents; and for commission on paying and receiving the amount of wages payable on the discharge of seamen in foreign ports, two and a half per centum.

If any consul, vice-consul, commercial agent or vice-commercial agent, shall falsely and knowingly certify, that property belonging to foreigners is property belonging to citizens of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding ten thousand dollars, at the discretion of the court, and be imprisoned for any term not exceeding three years.

If any consul, vice-consul, commercial agent, or vice commercial agent, shall grant a passport or other paper, certifying that any alien, knowing him or her to be such, is a citizen of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding one thousand dollars.

All powers of attorney, executed in a foreign country, for the transfer of any stock of the United States, or for the receipt of interest thereon, shall be verified by the certificate and seal of a consul, vice-consul, commercial agent, or vice commercial agent, if any there be at the place where the same shall be executed, for which the person giving the certificate shall receive fifty cents,

Instructions for Masters of Vessels.

THE master of a vessel is the legal agent or representative of his owners, and subject to the same rules of honesty and good faith with other agents. In cases, which are not included within his usual written orders, and which depend upon his judgment alone, he is to act as if the property entrusted to him were his own; and an error in judgment ought not to subject him to the ill opinion of his employers if he has conducted with integrity; especially if his employers had prescribed to him in writing no certain line of duty.

It is almost the invariable practice, however, of owners, to furnish their masters with written orders or instructions, embracing the principal part of their duty during the voyage. It is extremely hazardous for the master to depart from these instructions, as he will be responsible for the least damage which shall accrue from a wanton and unnecessary deviation. He should consult them, in every case of doubt or difficulty, and follow them, as he does his compass, with the most exact precision. Many permanent duties, however, are connected with the situation of a master, which he must always perform, but which are never specified in his orders. These are to depend on his own judgment and fidelity, and are, in all cases, of the utmost importance to the interests of his owners.

He should never attempt a breach of embargoes, blockades, or other restraints, being, in most cases, personally responsible, if any damage should ensue.

Passengers on board a vessel are entitled to all the accommodations, conveniences and attentions from the master, which the nature of the vessel and voyage, and the terms of their agreement will admit; and the master is liable to an action should the passengers be deprived of them, or not conveyed to the port of his destination according to his contract.

A master may detain the baggage or goods of passengers until he is paid the passage money.

Unnecessary deviations from the direct course of the voyage ought never to be attempted. Not only the policies on both vessel and cargo are by this mean vacated, but the property subjected to other risks which often prove fatal. Unavoidable necessity alone will justify a deviation. Touching at places to which he is not bound, although he may be obliged to pass by them in his course, is a deviation. A permission, in the policy, to touch and stay, will not authorize the master to break bulk and trade.

On entering ports, or navigating difficult passages, where the custom of the trade has stationed pilots, it is the duty of the master to take one on board, and by no means to proceed without; and not to discharge his pilot except at the accustomed places. A neglect of this part of his duty destroys the policies on vessel and cargo, and renders both master and owners liable to the assured.

Port laws and regulations should be carefully observed. In almost every port there are certain laws for the government of the shipping, which cannot be transgressed with impunity. A master should, therefore, inform himself of these on his first arrival, and be scrupulous in conforming himself to them during his stay. All the damage which ensues in consequence of a breach of them, will eventually fall on him.

Port dues and charges are payable by the captain; and his vessel, cables, anchors, &c. may be distrained, not only till these, but even till his own personal debts are paid.

The owners are responsible to the concerned in the voyage for the misconduct of their master; but the master is ultimately liable to his immediate

employers. If through wantonness or negligence he run foul of another vessel, an action will lie as well against him as his owners.

The master has the power of appointing his officers and crew, and has the entire command over them, during the voyage for which they were shipped. He may, and it is his duty, for the preservation of peace and order on board his vessel, to administer moderate chastisement. In case of mutinous behaviour, or such gross mal-conduct of any seaman as to endanger the safety of vessel or cargo, the master is justified in putting him in irons. Repeated disobedience or neglect, is a sufficient cause for the master to discharge a seaman; but this disobedience and neglect should be obstinate, and continued, or often repeated, to justify such an exertion of authority in the master.

A seaman may likewise be discharged when infected with any contagious distemper.

When a vessel is driven by stress of weather into a port, other than that to which she is bound, and the cargo, if of a perishable nature, be injured, the master, notwithstanding such injury, will be perfectly secure in proceeding on his voyage with the first opportunity. But the interests of his owners and shippers will, for the most part, in such cases, induce him immediately to sell such part of his cargo as is likely to perish. If, however the master should risk this procedure, he should obtain the most unequivocal proofs of the state of his cargo, either from the officers of the port, or from the most respectable commercial characters in the place, by their affidavits under oath; and should likewise enter his protest before a notary, and see that his accounts are so fair and regular as to manifest his own integrity; and even after doing all this, he should be reasonably sure of the acquiescence of the owners, shippers, and freighters, before he runs the hazard of a sale.

A protest should be made by the master in every case of accident either to vessel or cargo, at the first port he shall put into. Every occurrence during the voyage, which may operate to the detriment or disadvantage of any of the concerned in the voyage, should be protested against.

The laws of the United States are particularly severe in the prohibition of the slave trade. By an act of Congress it is provided, that no citizen or citizens of the United States, foreigners or any other person coming into or residing within the same, shall, for himself, or any other person, either as master, factor, or owner, build, fit, equip, load, or otherwise prepare, any vessel, within any port or place of the United States, nor shall cause any vessel to sail from any port or place within the same, for the purpose of carrying on any trade or traffic in slaves to any foreign country, or of procuring from any foreign kingdom, place or country, the inhabitants of such kingdom, place, or country, to be transported to any foreign country, port, or place, to be sold or disposed of as slaves; and if any ship or vessel shall be so fitted out as aforesaid, for the said purpose, or shall be caused to sail so as aforesaid, every such ship or vessel, her tackle, furniture, apparel, and other appurtenances, shall be forfeited to the United States, and shall be liable to be seized, prosecuted, and condemned, in any circuit or district courts of the district where the said ship or vessel may be found and seized.

All and every person so building, fitting out, equipping, loading, or otherwise preparing or sending away, any ship or vessel, knowing or intending that the same shall be employed in such trade or business contrary to the true intent and meaning of this act, or any ways abetting or aiding therein, shall severally forfeit and pay 2000 dollars, one moiety thereof to the use of the United States, and the other moiety thereof to the use of him or her suing or prosecuting for the same.

The owner, master, or factor, of each and every foreign ship or vessel, clearing out for any of the coasts or kingdoms of Africa, or suspected to be

intended for the slave trade, and the suspicion being declared to the officer of the customs, by any citizen on oath or affirmation, and such information being to the satisfaction of the said officer, shall first give bond with sufficient sureties to the Treasurer of the United States, that none of the natives of Africa, or any other foreign country or place, shall be taken on board such ship or vessel to be transported or sold as slaves in any other foreign port or place within nine months thereafter.

If any citizen or citizens of the United States, contrary to the true intent and meaning of this act, shall take on board, receive or transport any such person or persons as above described, in this act, for the purpose of selling them as slaves, as aforesaid, he or they shall forfeit and pay, for each and every person so received, transported, or sold, as aforesaid, the sum of 200 dollars, to be recovered in any court of the United States, proper to try the same, the one moiety thereof to the use of the United States, and the other moiety to the use of the person suing or prosecuting for the same.

Any person who imports or causes to be imported into the territory of Louisiana a slave from without the limits of the United States, forfeits for each slave 300 dollars; and any person importing, or causing a slave to be imported within the above territory, or any part of the United States, any slave imported into the United States, since May, 1798, forfeits 300 dollars, unless by bona fide owners, removing thereto to reside. Every Slave imported contrary to the intent and meaning of this act shall become entitled to, and receive his or her freedom.

This unrighteous traffic soon becoming so profitable as to call forth all the ingenuity of the unfeeling and avaricious speculators in human flesh, to evade the laws of their country, it was afterwards enacted by Congress, that it shall be unlawful for any citizen of, or resident within the United States, directly or indirectly, to hold or have any right or property in any vessel employed or made use of in the transportation of slaves from one foreign country or place to another, and any right or property, belonging as aforesaid, shall be forfeited, and may be libelled and condemned for the use of the person, who shall sue for the same; and such person, transgressing the prohibition aforesaid, shall also forfeit and pay a sum of money equal to the value of the right or property in such vessel, which he held as aforesaid; and shall also forfeit a sum of money equal to double the value of the interest which he may have had in the slaves, which at any time may have been transported or carried in such vessel, after the passing of this act, and against the form thereof.

It shall be unlawful for any citizen of the United States, or other person residing therein, to serve on board any vessel of the United States employed or made use of in the transportation or carrying of slaves from one foreign country or place to another; and any such citizen or other person, voluntarily serving as aforesaid, shall be liable to be indicted therefor, and on conviction thereof, shall be liable to a fine not exceeding 2000 dollars, and be imprisoned not exceeding two years.

If any citizen of the United States shall voluntarily serve on board of any foreign ship or vessel, which shall hereafter be employed in the slave trade, he shall on conviction thereof, be liable to, and suffer the like forfeitures, pains, disabilities, and penalties, as he would have incurred, had such ship or vessel been owned or employed, in whole or in part, by any person or persons residing within the United States.

It shall be lawful for any of the commissioned vessels of the United States, to seize and take any vessel employed in carrying on trade, business, or traffic, contrary to the true intent and meaning of this, or the said act to which this is in addition; and such vessel, together with her tackle, apparel, and guns, and the goods and effects, other than slaves, which shall be found on

board, shall be forfeited, and may be proceeded against in any of the district or circuit courts, and shall be condemned for the use of the officers and crew of the vessel making the seizure, and be divided in the proportion directed in the case of prize. And all persons interested in such vessel, or in the enterprise or voyage in which such vessel shall be employed at the time of such capture, shall be precluded from all right or claim to the slaves on board such vessel as aforesaid, and from all damages or retributions on account thereof. And it shall be the duty of the commanders of such commissioned vessels, to apprehend and take into custody, every person found on board of such vessel, so seized and taken, being of the officers or crew thereof, and him or them convey, as soon as conveniently may be, to the civil authority of the United States, in some one of the districts thereof, to be proceeded against in due course of law.

Every master of a vessel, bound to any port in the United States, must make out, on his arrival within four leagues of the coast, a true manifest of his cargo, and have in readiness two copies thereof to be delivered to the proper officers demanding the same, which must be subscribed by said master. And every person having such command shall, on his arrival within the limits of any district within the United States, in which the cargo or any part thereof is to be landed, produce to the officer of the customs first coming on board the original manifest, and likewise a copy or copies thereof subscribed by said master. It is not, however, required that the master shall deliver more than one copy of such manifest to the officers aforesaid, who shall come on board such vessel within 4 leagues of the coast of the United States; one other copy of which must be delivered to such officers as shall come on board within every district where the cargo shall be consigned or delivered. To any other officer it is sufficient to shew the original manifest with the certificates thereon.

The penalty to which, by the act of the United States, every master is subjected, by not producing his manifest upon his arrival within four leagues of the coast, or within any district of delivery, to the proper officers demanding the same, or by not delivering copies thereof, as by the act directed, or by not giving a true account of the destination of his vessel, is 500 dollars.

If any part of the cargo of a vessel bound to the United States, shall be unladed after her arrival within the limits thereof, or within four leagues of the coast, and before she shall come to the proper place for discharging, and there be duly authorized by the proper officer of the customs to unlade the same, the master or person having command, and the mate or other person next in command, shall respectively forfeit 1000 dollars, and the goods so unladed shall be forfeited, except in case of unavoidable accident, or stress of weather; in which case the master shall give notice to two or more of his crew (of whom the mate, or person next in command shall be one) and together with them shall make proof, on oath, before the collector, or other chief officer of the customs of the district within which the accident, necessity or distress shall happen; or if the same shall happen within four leagues of the coast, before the collector or other chief officer of the first district within which such vessel shall afterwards arrive.

The master of any other vessel or boat, and any persons aiding or assisting in receiving any goods so unladed, except in case of such accident or necessity, shall forfeit such vessel or boat and treble the value of the goods.

The master of every vessel which shall have arrived within any district of the United States from any foreign place, and which shall depart, or attempt to depart, from the same (unless to proceed on her way to some more interior district to which she may be bound) before report or entry made by the master or person having command with some collector, shall forfeit and pay 400 dollars, and the vessel be liable to be arrested and brought back to the

most convenient port in the United States. This penalty will not be incurred, if such departure be occasioned by distress of weather, pursuit or duress of enemies, or other necessity.

Every master or person, having command of any ship or vessel, must make report to the collector or chief officer of the customs within 24 hours after his arrival from any foreign port, at any port in the United States; and within 48 hours after such arrival, must make a further report in writing in the form of and containing all the particulars required in manifests. If such vessel have on board distilled spirits, wines, or teas, the master shall likewise, within 48 hours after arrival, report to the surveyor or inspector of the revenue the foreign port or place from which he last sailed, the name, burthen, and denomination of his vessel, his own name, to what nation his vessel belongs, the quantity and kinds of spirits, wines, and teas, particularizing the number of casks, vessels, cases, or other packages containing the same, with their marks and numbers, as also the quantity and kinds of spirits, wines and teas on board as stores, under penalty of 500 dollars, and the loss of the spirits so omitted; and under penalty of 1000 dollars for not making the other reports.

In order to ascertain what articles are exempted from duty, as sea stores, every master or other person, having command of any vessel, shall specify the said articles in his report or manifest, designating them as sea stores, and shall in his oath declare that they are truly sea stores, and not intended for sale or merchandize. If it appear to the collector and naval officer that such sea stores are excessive, they may estimate the duty on such excess, which shall be paid by the master, under penalty of forfeiting the whole excess. And if other articles are found on board as sea stores, than are specified in such entry, or if any are landed without a permit, such articles shall be forfeited and seized, and the master pay treble the value of the articles so omitted or landed.

If any package reported shall be wanting, or the goods shall not agree with the masters report or manifest, the master or other person having command shall forfeit 500 dollars. But this penalty shall not be inflicted, if the collector, naval officer, and surveyor, where there are such, or the collector alone, where there are not the other officers, shall be satisfied that no part of the goods has been unshipped, or that the disagreement is by accident or mistake; but in such cases the master may make a post entry.

If any vessel from any foreign place compelled by distress of weather, or other necessity, shall put into any port or place of the United States, not her destination, and the master with the mate shall within 24 hours after her arrival, make protest before a notary public, or other person duly authorized, or before the collector of the district, setting forth the cause or circumstances of such distress or necessity, which protest shall be produced to the collector and naval officer (if any) and a copy left with him or them; and if the master shall within 48 hours, make report in writing to the collector, of the vessel and cargo, and if it shall appear to the collector, by the certificate of the wardens of the port or other officers, usually charged with and accustomed to ascertain the condition of such vessels, if any such there be, or by the certificate of any two respectable merchants, to be named by the collector, that it is necessary to unlade such vessel, the collector and naval officer (where any) shall grant a permit for that purpose, and appoint inspectors to oversee such unloading. And all goods, so unladed, shall be stored under the direction of the collector who, on the request of the master or owners, shall, with the naval

officer, if any, permit to be sold such part of the cargo as is of a perishable nature, or may be necessary to defray the expenses of the vessel and cargo. *Provided*, that entry shall be made therefor, and the duties thereon, as in other cases, shall be paid or secured to be paid; and provided, that if the delivery of the cargo do not agree with the report of the master, and the disagreement be not satisfactorily accounted for, the master shall be liable to such penalties as in like cases are by the act prescribed. The goods not disposed of may be re-laden on board the same vessel, under the inspection of the officer who superintended their landing, or other proper person, and the vessel may proceed to her place of destination, free of any other charge than for the storing and safe keeping of the goods, and fees to the officers of the customs, as in other cases.

Every person giving or offering a bribe to any officer of the customs, to connive at any false entry, shall forfeit not less than 200, nor more than 2000 dollars.

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Under this general head it may not be amiss to introduce, for the instruction of masters of vessels, an act of the Commonwealth of Massachusetts to prevent the wilful destruction and casting away of ships and cargoes, whereby it is enacted—

That if any owner of, captain, master, officer, or other mariner, belonging to any ship or vessel, shall, within the body of any county of this Commonwealth, wilfully cast away, burn, sink, or otherwise destroy the ship or vessel of which he is owner, or to which he belongeth, or in any wise direct or procure the same to be done, with intent or design to prejudice any person or persons that hath or shall underwrite any policy or policies of insurance thereon, or of any merchant or merchants that shall load goods thereon, or of any owner or owner, of such ship or vessel, every person so offending, being thereof lawfully convicted before the Supreme Judicial Court of this Commonwealth shall be deemed and adjudged a *felon*, and shall be sentenced to imprisonment for life, or for a term not less than five years, at the discretion of the court: *Provided nevertheless*, that nothing herein contained shall be construed to bar or prevent the party injured from having and maintaining his action for the damages sustained thereby.

If any owner of any ship or vessel shall equip or fit out such ship or vessel within this Commonwealth, with intent that the same shall be wilfully cast away, burnt, or otherwise destroyed, to the prejudice of any owner of any goods laden on board said ship or vessel, or of any underwriter upon any policy or policies of insurance upon such ship or vessel, or upon any goods laden thereon; and shall be thereof convicted before the Supreme Judicial Court of this Commonwealth, such offenders shall be sentenced to pay a fine not exceeding 5000 dollars, to be set in the pillory one hour, and be imprisoned for a term not less than 2 years, nor more than 10 years, at the discretion of the said court.

If any owner of any ship or vessel, or of any goods laden on board such ship or vessel, shall make out and exhibit, or cause to be made out and exhibited, any false or fraudulent bills of parcels, invoices or estimates of any such goods, laden or pretended to be laden on board such ship or vessel, with intent to defraud any underwriter upon any policy or policies of insurance upon such ship or vessel, or upon any goods laden thereon, every person so offending, and being thereof lawfully convicted, shall be sentenced to pay a fine not exceeding 5000 dollars, to be set in the pillory one hour, and to be imprisoned for a term not exceeding 10 years, at the discretion of the court.

If any captain, mate, or mariner, of any ship or vessel, shall make out and swear to any false affidavit or protest, or if any owner of any such ship or vessel, or of any goods laden thereon, shall procure such false affidavit or protest, or knowing the same to be false, shall exhibit the same with intent to deceive

and defraud any underwriter upon any policy of insurance upon any such ship or vessel, or any goods laden thereon, every person convicted thereof before the Supreme Judicial Court aforesaid shall be sentenced to pay a fine not exceeding 50.00 dollars, to be set in the pillory for 1 hour, and to be imprisoned for a term not exceeding 10 years, in the discretion of the court before which the conviction may be.

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The legislature of Nova Scotia have enacted that any person convicted of stealing from any vessel wrecked on the coast of that province or the Isle of Sable, or of obstructing any person on such vessel in attempting to save his life, shall suffer death. They have also declared it felony, without benefit of clergy, for any person wilfully to cast away or destroy a vessel.

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Regulation of Seamen.

BY a law of the United States for the government and regulation of Seamen in the Merchants service, it is provided—

That every master or commander of any ship or vessel bound from a port in the United States to any foreign port, or of any ship or vessel of the burthen of fifty tons or upwards, bound from a port in one state to a port in any other than an adjoining state, shall, before he proceed on such voyage, make an agreement in writing or in print, with every seaman or mariner on board such ship or vessel (except such as shall be apprentice or servant to himself or owners) declaring the voyage or voyages, term or terms of time, for which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel shall carry out any seaman or mariner (except apprentices or servants as aforesaid) without such contract or agreement being first made and signed by the seamen and mariners, such master or commander shall pay to every such seaman or mariner the highest price of wages which shall have been given at the port or place where such seaman or mariner shall have been shipped, for a similar voyage, within three months next before the time of such shipping: *Provided*, such seaman or mariner shall perform such voyage; or if not, then for such time as he shall continue to do duty on board such ship or vessel; and shall moreover forfeit twenty dollars for every such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the use of the United States; and such seaman or mariner, not having signed such contract, shall not be bound by the regulations, nor subject to the penalties and forfeitures contained in this act.

At the foot of every such contract, there shall be a memorandum in writing, of the day and the hour on which such seaman or mariner, who shall so ship and subscribe, shall render themselves on board, to begin the voyage agreed upon. And if any such seaman or mariner shall neglect to render himself on board the ship or vessel, for which he has shipped, at the time mentioned in such memorandum, and if the master, commander, or other officer of the ship or vessel, shall, on the day on which such neglect happened, make an entry in the log-book of such ship or vessel, of the name of such seaman or mariner, and shall in like manner note the time that he so neglected to render himself (after the time appointed) every such seaman or mariner shall forfeit for every hour, which he shall so neglect to render himself, one day's pay, according to the rate of wages agreed upon, to be deducted out of his wages. And if any such seaman or mariner shall wholly neglect to render himself on board of such ship or vessel, or having rendered himself on board, shall afterwards desert and escape, so that the ship or vessel proceed to sea without him, every such seaman or mariner shall forfeit and pay to the master, owner or consignee of the said ship or vessel, a sum equal to that which shall have been

paid to him by advance at the time of signing the contract, over and besides the sum so advanced, both which sums shall be recoverable in any court, or before any justice or justices of any state, city, town or county within the United States, which, by the laws thereof, have cognizance of debts of equal value, against such seaman or mariner, or his surety or sureties, in case he shall have given surety to proceed the voyage.

If the mate, or first officer under the master, and a majority of the crew of any ship or vessel, bound on a voyage to any foreign port, shall, after the voyage is begun (and before the ship or vessel shall have left the land) discover that the said ship or vessel is too leaky, or is otherwise unfit in her crew, body, tackle, apparel, furniture, provisions or stores, to proceed on the intended voyage, and shall require such unfitness to be inquired into, the master or commander shall, upon the request of the said mate (or other officer) and such majority, forthwith proceed to or stop at the nearest or most convenient port or place where such inquiry can be made, and shall there apply to the judge of the district court, if he shall there reside, or if not, to some justice of the peace of the city, town, or place, taking with him two or more of the said crew, who shall have made such request; and thereupon such judge or justice is hereby authorized and required to issue his precept directed to three persons in the neighbourhood, the most skillful in maritime affairs that can be procured, requiring them to repair on board such ship or vessel, and to examine the same in respect to the defects and insufficiencies complained of, and to make report to him the said judge or justice, in writing under their hands, or the hands of two of them, whether in any, or in what respect the said ship or vessel is unfit to proceed on the intended voyage, and what addition of men, provisions or stores, or what repairs or alterations in the body, tackle or apparel will be necessary; and upon such report the said judge or justice shall adjudge and determine, and shall endorse on the said report his judgment, whether the said ship or vessel is fit to proceed on the intended voyage; and if not, whether such repairs can be made or deficiencies supplied where the ship or vessel then lies, or whether it be necessary for the said ship or vessel to return to the port from whence she first sailed, to be there refitted; and the master and crew shall in all things conform to the said judgment; and the master or commander shall, in the first instance, pay all the costs of such view, report, and judgment, to be taxed and allowed on a fair copy thereof, certified by the said judge or justice. But if the complaint of the said crew shall appear upon the said report and judgment, to have been without foundation, then the said master, or the owner or consignee of such ship or vessel, shall deduct the amount thereof, and of reasonable damages for the detention (to be ascertained by the said judge or justice) out of the wages growing due to the complaining seamen or mariners. And if after such judgment, such ship or vessel is fit to proceed on her intended voyage, or after procuring such men, provisions, stores, repairs or alterations as may be directed, the said seamen or mariners, or either of them, shall refuse to proceed on the voyage, it shall and may be lawful for any justice of the peace to commit by warrant under his hand and seal, every such seaman or mariner (who shall so refuse) to the common goal of the county, there to remain without bail or main-prize, until he shall have paid double the sum advanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as shall be allowed by the said justice, and inserted in the said warrant, and the surety or sureties of such seaman or mariner (in case he or they shall have given any) shall remain liable for such payment.

If any person shall harbour or secrete any seaman or mariner belonging to any ship or vessel, knowing them to belong thereto, every such person, on conviction thereof before any court in the city, town or county where he, she or

they may reside, shall forfeit and pay ten dollars for every day which he, she or they shall continue so to harbour or secrete such seaman or mariner, one half to the use of the person prosecuting the same, the other half to the use of the United States; and no sum exceeding one dollar, shall be recoverable from any seaman or mariner by any one person, for any debt contracted during the time such seaman or mariner shall actually belong to any ship or vessel, until the voyage for which such seaman or mariner engaged shall be ended.

If any seaman or mariner, who shall have subscribed such contract as is herein before subscribed, shall absent himself from on board the ship or vessel in which he shall so have shipped, without leave of the master or officer commanding on board; and the mate, or other officer having charge of the log-book, shall make an entry therein of the name of such seaman or mariner, on the day on which he shall so absent himself; and if such seaman or mariner shall return to his duty within forty-eight hours, such seaman or mariner shall forfeit three days pay for every day which he shall so absent himself, to be deducted out of his wages; but if any seaman or mariner shall absent himself for more than forty-eight hours at one time, he shall forfeit all the wages due to him, and all his goods and chattels which were on board the said ship or vessel, or in any store where they may have been lodged at the time of his desertion, to the use of the owner of the ship or vessel, and moreover shall be liable to pay to him or them all damages which he or they may sustain by being obliged to hire other seamen or mariners in his or their place, and such damages shall be recovered with costs, in any court or before any justice or justices having jurisdiction of the recovery of debts to the value of ten dollars or upwards.

Every seaman or mariner shall be entitled to demand and receive from the master or commander of the ship or vessel to which he belongs, one third part of the wages which shall be due to him at every port where such ship or vessel shall unlade and deliver her cargo before the voyage be ended, unless the contrary be expressly stipulated in the contract; and as soon as the voyage is ended, and the cargo or ballast be fully discharged at the last port of delivery, every seaman or mariner shall be entitled to the wages which shall be then due according to his contract; and if such wages shall not be paid within ten days after such discharge, or if any dispute shall arise between the master and seamen or mariners touching the said wages, it shall be lawful for the judge of the district where the said ship or vessel shall be, or in case his residence be more than three miles from the place, or of his absence from the place of his residence, then for any judge or justice of the peace, to summon the master of such ship or vessel to appear before him, to shew cause why process should not issue against such ship or vessel, her tackle, furniture, and apparel, according to the course of admiralty courts, to answer for the said wages; and if the master shall neglect to appear, or appearing, shall not shew that the wages are paid, or otherwise satisfied, or forfeited, and if the matter in dispute shall not be forthwith settled, in such case the judge or justice shall certify to the clerk of the court of the district, that there is sufficient cause of complaint whereon to found admiralty process, and thereupon the clerk of such court shall issue process against the said ship or vessel, and the suit shall be proceeded on in the said court, and final judgment be given according to the course of admiralty courts in such cases used; and in such suit, all the seamen or mariners (having cause of complaint of the like kind against the same ship or vessel) shall be joined as complainants; and it shall be incumbent on the master or commander to produce the contract and log-book, if required, to ascertain any matters in dispute; otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall lie on the master or commander; but nothing herein contained shall prevent any seaman

any day which he, she or mariner, one half to the use of the recoverable from contracted during the ship or vessel, until shall be ended.

such contract as is the ship or vessel master or officer in charge of the log-man or mariner, on seaman or mariner man or mariner shall himself, to be des- shall absent himself all the wages due the said ship or at the time of his de- moreover shall be li- may sustain by be- their place, and such before any justice or value of ten dollars

and receive from the a long, one third part of such ship or ves- ended, unless the on as the voyage is last port of delivery, which shall be then not be paid within ten ween the master and vful for the judge of case his residence be from the place of his mmon the master of why process should e, and apparel, ac- the said wages; and I not shew that the matter in dispute justice shall certify to t cause of complaint e clerk of such court e suit shall be pro- according to the suit, all the seamen against the same ship e incumbent on the ook, if required, to nts shall be permit- rary shall lie on the prevent any seaman

or mariner from having or maintaining any action at common law for the recovery of his wages, or from immediate process out of any court having admiralty jurisdiction, wherever any ship or vessel may be found, in case she shall have left the port of delivery where her voyage ended, before payment of the wages, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

If any seaman or mariner, who shall have signed a contract to perform a voyage, shall at any port or place desert, or shall absent himself from such ship or vessel, without leave of the master, or officer commanding in the absence of the master, it shall be lawful for any justice of the peace within the United States (upon the complaint of the master) to issue his warrant to apprehend such deserter, and bring him before such justice; and if it shall then appear by due proof that he has signed a contract within the intent and meaning of this act, and that the voyage agreed for is not finished, altered, or the contract otherwise dissolved, and that such seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the house of correction or common goal of the city, town, or place, there to remain until the said ship or vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the said master, he paying all cost of such commitment, and deducting the same out of the wages due to such seaman or mariner.

Every ship or vessel belonging to a citizen or citizens of the United States, of the burthen of one hundred and fifty tons or upwards, navigated by ten or more persons in the whole, and bound on a voyage without the limits of the United States, shall be provided with a chest of medicines, put up by some apothecary of known reputation, and accompanied by directions for administering the same; and the said medicine shall be examined by the same or some other apothecary, once at least in every year, and supplied with fresh medicines in the place of such as shall have been used or spoiled; and in default of having such medicine chest so provided, and kept fit for use, the master or commander of such ship or vessel shall provide and pay for all such advice, medicine, or attendance of physicians, as any of the crew shall stand in need of in case of sickness at every port or place where the ship or vessel may touch or trade at during the voyage, without any deduction from the wages of such sick seaman or mariner.

Every ship or vessel, belonging as aforesaid, bound on a voyage across the Atlantic ocean, shall at the time of leaving the last port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat, and one hundred pounds of wholesome ship-bread, for every person on board such ship or vessel, over and besides such other provisions, stores, and live stock, as shall, by the master or passengers, be put on board, and in like proportion for shorter or longer voyages; and in case the crew of any ship or vessel, which shall not have been so provided, shall be put upon short allowance in water, flesh, or bread, during the voyage, the master or owner of such ship or vessel shall pay to each of the crew one day's wages beyond the wages agreed on for every day they shall be so put to short allowance, to be recovered in the same manner as their stipulated wages.

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THE Legislature of the Commonwealth of Virginia has enacted,— That if any seaman or mariner, not being a citizen of that state, or any of the United States, who shall have signed a contract to perform a voyage on board any merchant ship or vessel (either a ship or vessel of the United States, or of any foreign nation whatsoever) shall at any port or place within the Commonwealth, desert, or shall absent himself from such ship or vessel, without

the leave of the master, or other officer commanding in the absence of the master, it shall be lawful for any justice of the peace of any county or corporation within the commonwealth, upon the complaint of the master of such ship or vessel, or other officer commanding in the absence of the master, to issue his warrant to apprehend such seaman or mariner, and bring him before such justice; and if it shall appear by due proof, that such seaman or mariner has signed a contract as aforesaid, and that the voyage agreed for is not finished, altered, or the contract otherwise dissolved, and that the seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the goal of his county or corporation, there to remain until such ship or vessel shall be ready to proceed on her voyage, or until the master, or other officer commanding in the absence of the master, shall require his discharge, and then to be delivered to such master, or other officer commanding in the absence of the master, he paying the cost of such commitment.

That if any apprentice who shall have been regularly bound by deed to the master, or owner, of any ship or vessel as aforesaid, for any term of years, for the purpose of being taught the art, trade or mystery of a seaman or mariner, shall, at any port or place within the commonwealth, desert or absent himself from the ship or vessel, on board which he hath been placed by his said master, without the leave of the master of such ship or vessel, or other officer commanding in the absence of the master, it shall be lawful for any justice of any county or corporation, within the commonwealth, upon complaint of the master, or other officer commanding in the absence of the master, to cause such apprentice to be apprehended and dealt with in the same manner as herein before stated, if such justice shall be satisfied by due proof that such apprentice hath been regularly bound by deed to the master or owner of such ship or vessel, and that the deed is then in full force. *Provided always*, That if any seaman or apprentice shall offer sufficient proof to satisfy the justice of the Peace, before whom he may be brought, that he hath been cruelly or improperly treated while on board any ship or vessel by the master thereof, or that he hath good cause to apprehend danger to his person from the master should he be compelled to remain on board such ship or vessel, it shall be lawful for the justice to discharge such seaman, mariner, or apprentice, from all further confinement on account of such desertion or absence.

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STATE OF GEORGIA.

Seamen and Mariners.

An act to punish seamen or mariners, neglecting or deserting their duty on board their respective ships or vessels; and for preventing seamen or mariners from being harbored or running in debt.

WHEREAS masters and commanders of vessels trading to this province are often greatly distressed by the neglect or desertion of their seamen which is in general occasioned by such seamen being harbored and entertained by and running in debt with the keepers of taverns and tippling houses, and ill disposed persons, to the great detriment and hinderance of trade, for prevention of which evil, *Be it enacted*, That from and immediately after the passing of this act, if any seaman or mariner having entered or shipped himself on board any ship or vessel within this province, or which shall come to

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the same, and having signed an agreement or contract with the master or commander thereof to proceed upon any voyage therein mentioned, shall absent himself from such ship or vessel for the space of twenty-four hours, without leave had and obtained from the said master or commander, or other chief officer having the command of such ship or vessel, or shall refuse or neglect to perform his duty on board the same, or refuse to proceed on the voyage mentioned in such agreement or contract signed as aforesaid, it shall and may be lawful for any justice or justices of the peace, within their respective jurisdictions, upon application being made to him or them by such master or commander, to issue his or their warrant or warrants, to apprehend such seaman or mariner, and upon proof of such absence without leave had and obtained, or of such neglect or refusal as aforesaid, to commit such seaman or mariner to the goal or workhouse, for any time not exceeding thirty days, any law, usage or custom to the contrary notwithstanding, and the charge of apprehending, committing and maintaining such seaman or mariner, during his confinement as aforesaid, shall be paid by the complainant, which charge he is hereby authorized to deduct out of the wages due or to be due to such seaman or mariner.

If any person or persons whatsoever shall give credit to or trust any seaman or mariner belonging to any ship or vessel within this province, having signed an agreement or contract to proceed therein as aforesaid, for any sum exceeding five shillings, except by leave of the master or commander of such ship or vessel, he, she or they, so giving credit to or trusting such seaman or mariner as aforesaid, shall, for every such offence lose the monies or goods so credited or trusted.

If any person or persons whatever, after the passing of this act, shall willingly and knowingly entertain, retain, harbor, or keep, or shall directly or indirectly suffer to be entertained, retained, harbored or kept any seaman or mariner belonging to any ship or vessel, and having signed any agreement or contract as aforesaid, in his, her or their house without the leave, privity or consent of the master or commander of such ship or vessel, he, she or they, so offending, shall forfeit the sum of forty shillings sterling for every twenty-four hours such seaman or mariner is harbored, entertained, retained, or kept in his, her, or their house as aforesaid.

Every keeper or keepers of taverns, or tippling houses, or any other person or persons whatever, who from and after the passing of this act, shall sell any wine, punch, beer, ale, cider, or any spirituous liquor whatever, to any seaman or mariner belonging to any ship or vessel, and having signed any agreement or contract as aforesaid, to the amount of more than one shilling and six pence in any one day, or shall entertain, or suffer any seaman or mariner as aforesaid to drink or tipple in his, her or their house, or furnish such seaman or mariner with any liquor as aforesaid after the hours of nine of the clock at night, unless with the knowledge or by the leave and consent of the master or commander of the ship or vessel to which such seaman or mariner shall belong, such keeper of tavern or tippling house, or such person or persons so offending shall upon proof of such offence, forfeit the sum of twenty shillings sterling, to be recovered and applied as in this act is before directed.

From and after the passing of this act, any and every seaman or mariner, whose agreement or contract entered into with any master or commander of any ship or vessel within this province, for the performance of any voyage therein specified, shall be fulfilled and determined, shall and may demand of, and from the said master or commander a certificate thereof, and of his discharge from such ship or vessel, which certificate such master or commander is hereby required to give, under the penalty of five pounds sterling to be recovered by warrant of distress, and sale of the offender's goods under

the lands and seals of any two justices of the peace, for the parish where such offence was committed, one half of which shall be applied to the informer, and the other half to the poor of the said parish; and upon refusal of said master or commander to give such certificate without just cause any two justices of the peace upon due application and proof thereof, are hereby empowered to give such certificate, which shall be of equal force, as if given by such master or commander; and such justices shall receive for every such certificate so given by them as aforesaid the sum of one shilling sterling, to be paid by such master or commander refusing as aforesaid.

No master or commander of any ship or vessel within this province, shall hire, receive, entertain or ship any seaman or mariner belonging to, and pretending to be discharged from any other ship or vessel, unless such seaman or mariner shall have a certificate of his discharge as aforesaid, under the penalty of ten pounds sterling, to be recovered and applied as the penalty in this act indicted upon masters or commanders refusing to give such certificate.

If any person or persons keeping or attending any ferry within this province, shall willingly or wilfully transport, or suffer to be transported over such ferry, any fugitive seaman or mariner not having a certificate of discharge as directed by this act, shall upon conviction thereof before any one of the justices of the peace for the parish, where such offence was committed, forfeit five pounds sterling.

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By a Law for the government of servants migrating into this State, it is enacted, That all indentures made between masters, supercargoes or owners of vessels, or other persons in foreign countries, and persons wishing to migrate to this state or the United States, and thus becoming servants as aforesaid, shall be held and received as valid and binding in law, on their arrival within any port or place within this state as if such indenture had been voluntarily entered into by the parties after such their arrival.

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THE President of the United States is authorized to appoint two or more agents, one to reside in Great Britain, and the others at such foreign ports as he shall direct. And the duty of such agents shall be to enquire into the situation of such American citizens, or others, sailing conformably to the law of nations, under the protection of the American flag, as have been or may hereafter be impressed or detained by any foreign power; to endeavor by all legal means, to obtain the release of such American citizens, or others, and to render an account of all impressments and detentions from American vessels to the Executive of the United States.

It is the duty of the master of every vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, at the first port at which such vessel shall arrive, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately to make a protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained; distinguishing also whether he was an American citizen; and if not, to what nation he belonged. And such master shall transmit, by post or otherwise, every such protest made in a foreign country, to the nearest consul or agent, or to the Minister of the United States resident in such country, if any such there be, preserving a duplicate of such protest, to be by him sent in.

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in case such protest shall be made within the United States, or in any foreign
country, in which no consul, agent, or Minister of the United States resides,
the same shall, as soon thereafter as practicable, be transmitted by such mas-
ter, by post or otherwise, to the Secretary of State.

The master of every vessel of the United States, arriving from a foreign
port into any port of the United States, shall before such vessel be admitted
to enter, render to the Collector a true account of the number of seamen that
have been employed on board her since she was last entered at any port in
the United States, and shall pay to the said Collector, twenty cents per month
for every seaman so employed, which sum he is hereby authorized to retain
out of the wages of such seaman.

Where a vessel belonging to citizens of the United States is sold in a foreign
port, the master, unless the crew are liable by their contract, or consent to
be discharged there, shall send them back to the State where they entered on
board, or furnish them with the means of return, to be ascertained by the con-
sul or vice-consul of the United States, having jurisdiction of the place.

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Regulation of the Fisheries.

BY the treaty of peace with Great Britain, the people of the United States
enjoy, unmolested, the right to take fish on the Grand Bank, and on all the other
banks of Newfoundland; also, in the Gulph of St. Lawrence, and at all other
places in the sea, where the inhabitants of both countries used at any time
heretofore, to fish; and the inhabitants of the United States have liberty to
take fish of every kind on such part of the coast of Newfoundland as British
fishermen shall use (but not to dry or cure the same on that island) and also
on the coasts, bays and creeks of all other of his Britannic Majesty's domin-
ions in America; and the American fishermen have liberty to dry and cure
fish in any of the unsettled bays, harbours and creeks of Nova Scotia, Magda-
len islands, and Labrador, whilst unsettled; but as soon as settled, it shall
not be lawful for American fishermen to dry or cure fish, at such settlement,
without a previous agreement for that purpose with the inhabitants, propri-
etors or possessors of the ground.

Pursuant to this article of the treaty with Great Britain, it is necessary, in
order to dry and cure their fish in the British settlements of Nova Scotia, the
Magdalen islands, and Labrador, that American fishermen enter into an a-
greement with the inhabitants of such settlements. Such agreements, for the
security of the fishermen, should always be reduced to writing, and it is
strongly recommended to those who are employed in that trade to secure this
privilege, when they wish it, in such a manner as not afterwards to involve
themselves in difficulties and embarrassments, which may deprive them of all
the profits and emoluments of their voyage.

No ship or vessel of twenty tons or upwards, employed in those fisheries,
shall be entitled to the allowance therein granted, unless the skipper or mas-
ter thereof shall, before he proceeds on any fishing voyage, make an agreement,
in writing or in print, with every fisherman employed therein, excepting only
any apprentice or servant of himself or owner; and in addition to such terms
of shipment as may be agreed on, shall, in such agreement, express whether
the same is to continue for one voyage, or for the fishing season, and shall al-
so express that the fish, or the proceeds of such fishing voyage or voyages,
which may appertain to the fishermen, shall be divided among them in pro-

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portion to the quantities or number of said fish they may respectively have caught; which agreement shall be endorsed or countersigned by the owner of such fishing vessel or his agent; and if any fisherman, having engaged himself for a voyage, or for the fishing season, in any fishing vessel, and signed an agreement therefor as aforesaid, shall thereafter and while such agreement remains in force and to be performed, desert or absent himself from such vessel, without leave of the master or skipper thereof, or of the owner or his agent, such deserter shall be liable to the same penalties as deserting seamen or mariners are subject to in the merchants' service, and may in the like manner, and upon the like complaint and proof, be apprehended and detained; and all costs of process and commitment, if paid by the master or owner, shall be deducted out of the share of fish, or proceeds of any fishing voyage to which such deserter had or shall become entitled. And any fisherman having engaged himself as aforesaid, who shall, during such fishing voyage, refuse or neglect his proper duty on board the fishing vessel, being thereto ordered or required by the master or skipper thereof, or shall otherwise resist his just commands, to the hindrance or detriment of such voyage, beside being answerable for all damages arising thereby, shall forfeit to the use of the owner of such vessel, his share of the allowance, which shall be paid upon such voyage as is herein granted.

Where an agreement or contract shall be so made and signed, for a fishing voyage or for the fishing season, and any fish which may have been caught on board such vessel during the same, shall be delivered to the owner or to his agent, for cure, and shall be sold by said owner or agent, such vessel shall for the term of six months after such sale, be liable and answerable for the skipper's and every other fisherman's share of such fish, and may be proceeded against in the same form, and to the same effect as any other vessel is by law liable, and may be proceeded against for the wages of seamen or mariners in the merchants' service. And upon such process for the value of a share or shares of the proceeds of fish delivered and sold as aforesaid, it shall be incumbent on the owner or his agent, to produce a just account of the sales and division of such fish according to such agreement or contract, otherwise the said vessel shall be answerable upon such process for what may be the highest value of the share or shares demanded. But in all cases, the owner of such vessel or his agent, appearing to answer to such process, may offer thereupon his account of general supplies made for such fishing voyage, and of other supplies therefor made, to either of the demandants, and shall be allowed to produce evidence thereof in answer to their demands respectively, and judgment shall be rendered upon such process, for the respective balances, which upon such an enquiry shall appear; *Provided always*, That when process shall be issued against any vessel liable as aforesaid, if the owner thereof or his agent, will give bond to each fisherman, in whose favor such process shall be instituted, with sufficient security, to the satisfaction of two justices of the peace, one of whom shall be named by such owner or agent, and the other by the fisherman or fishermen pursuing such process; or if either party shall refuse, then the justice first appointed shall name his associate, with condition to answer and pay whatever sum shall be recovered by him or them on such process, there shall be an immediate discharge of such vessel: *Provided*, That nothing herein contained shall prevent any fisherman from having his action at common law, for his share or shares of fish, or the proceeds thereof as aforesaid.

Bounty on Vessels employed in carrying on the Bank and other Cod Fisheries.

THERE shall be paid on the last day of December, annually, to the owner of every vessel, or his agent, by the collector of the district where such vessel may belong, that shall be qualified agreeably to law, for carrying on the bank and other cod fisheries, and that shall actually have been employed therein at sea for the term of four months at the least, of the fishing season, next preceding, which season is accounted to be from the last day of February to the last day of November, in every year, for each and every ton of such vessel's burthen, according to her admeasurement as licensed or enrolled, if of twenty tons and not exceeding thirty tons, two dollars 40 cents, and if above thirty tons, four dollars, of which allowance aforesaid three eight parts shall accrue and belong to the owner of such fishing vessel, and the other five eighths thereof shall be divided by him, his agent or lawful representative, to and among the several fishermen who shall have been employed in such vessel during the season aforesaid, or a part thereof, as the case may be, in such proportion as the fish they shall respectively have taken may bear to the whole quantity of fish taken on board such vessel during such season; *Provided*, That the allowance aforesaid on any one vessel, for one season, shall not exceed two hundred and seventy two dollars.

On the last day of December annually, as aforesaid, there shall also be paid to the owner of every fishing boat or vessel, of more than five tons, and less than twenty tons, or to his agent or lawful representative, by the collector of the district, where such boat or vessel may belong, the sum of one dollar 60 cents upon every ton admeasurement of such boat or vessel, which allowance shall be accounted for as part of the proceeds of the fares of said boat or vessel, and shall accordingly be so divided among all persons interested therein; *Provided however*, That this allowance shall be made only to such boats or vessels as shall have actually been employed at sea in the cod fishery, for the term of four months at the least, of the preceding season; *And provided also*, That such boat or vessel shall have landed in the course of said preceding season, a quantity of fish, not less than twelve quintals for every ton of her admeasurement; the said quantity of fish to be ascertained when dried and cured fit for exportation, and according to the weight thereof, as the same shall weigh at the time of delivery when actually sold; which account of the weight, with the original adjustment and settlement of the fare or fares among the owners and fishermen, together with a written account of the length, breadth and depth of said boat or vessel, and the time she has actually been employed in the fishery in the preceding season, shall in all cases be produced and sworn or affirmed to, before the said collector of the district in order to entitle the owner, his agent or lawful representative, to receive the allowance aforesaid. And if at any time, within one year after payment of such allowance, it shall appear that any fraud or deceit has been practised in obtaining the same, the boat or vessel upon which such allowance shall have been paid, if found within the district aforesaid, shall be forfeited, otherwise the owner or owners having practised such fraud or deceit, shall forfeit and pay one hundred dollars.

The owner or owners of every fishing vessel of twenty tons and upwards, his or their agent or lawful representative shall, previous to receiving the allowance which is provided for in this act, produce to the collector who is authorized to pay the same, the original agreement or agreements which may have been made with the fishermen employed on board such vessel, as is herein before required, and also a certificate to be by him or them subscribed, therein mentioning the particular days on which such vessel sailed and return-

ed on the several voyages or fares, she may have made in the preceding fishing season, to the truth of which they shall swear or affirm before the collector aforesaid.

Any person who shall declare falsely in any oath or affirmation required by this act, being duly convicted thereof in any court of the United States, having jurisdiction of such offence, shall suffer the same penalties as are provided for false swearing or affirming, by "An act to provide more effectually for the collection of the duties imposed by law on goods, wares, and merchandize imported into the United States, and on the tonnage of ships or vessels."

According to the provision above mentioned, this allowance was increased $33\frac{1}{3}$ per cent. after the first day of January, 1798; and all vessels following the directions of the act, are now entitled to bounty, according to the following

TABLE.

Vessels of 5 tons, and not exceeding 20 tons,	per ton	Dol. Cents.	
		Dol.	Cents.
..... 20	30	2	40
..above 30		4	00

Abstract of the Laws of the United States concerning Vessels to be employed in the Coasting Trade and Fisheries.

ALL vessels enrolled by virtue of "An act for registering and clearing vessels, regulating the coasting trade, and for other purposes," and those of twenty tons and upwards, which shall be enrolled after the last day of May, 1793, in pursuance of this act, and having a license in force, or if less than twenty tons, not being enrolled, shall have a license in force as is herein after required, shall be deemed vessels of the United States entitled to the privileges of vessels employed in the fisheries.

From and after the last day of May, 1793, in order for the enrollment of any vessel, she shall possess the same qualifications, and the same requisites shall in all respects be complied with, as are made necessary for registering vessels, by the act intituled, "An act concerning the registering and recording vessels," and the same duties and authorities are hereby given and imposed on all officers respectively, in relation to such enrolments, and the same proceedings shall be had in similar cases, touching such enrolments; and the vessels so enrolled, with the master or owners, shall be subject to the same requisites as in those cases provided for vessels registered by virtue of the aforesaid act; a record of which enrolment shall be made, and an abstract or copy thereof granted.

In order to the licensing any ship or vessel for carrying on the coasting trade or fisheries, the husband or managing owner, together with the master thereof, with one or more sureties to the satisfaction of the collector granting the same, shall become bound to pay to the United States, if such ship or vessel be of the burthen of five tons, and less than twenty tons, the sum of one hundred dollars; and if twenty tons, and not exceeding thirty tons, the sum of two hundred dollars; and if above thirty tons, and not exceeding sixty tons, the sum of five hundred dollars; and if above sixty tons, the sum of one thousand dollars, in case it shall appear, within two years from the date of the bond, that such ship or vessel has been employed in any trade whereby

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the revenue of the United States has been defrauded during the time the license granted to such ship or vessel remained in force; and the master of such ship or vessel shall also swear, or affirm, that he is a citizen of the United States, and that such license shall not be used for any other vessel, or any other employment, than that for which it is specially granted, or in any trade or business, whereby the revenue of the United States may be defrauded; and if such ship or vessel be less than twenty tons burthen, the husband or managing owner shall swear, or affirm, that she is wholly the property of a citizen or citizens of the United States.

No licence granted to any ship or vessel shall be considered in force any longer than such ship or vessel is owned, and of the description set forth in such license, or for carrying on any other business or employment, than that for which she is specially licensed; and if any ship or vessel be found with a forged or altered license, or making use of a license granted for any other ship or vessel, such ship or vessel, with her tackle, apparel, and the cargo found on board her, shall be forfeited.

Every ship or vessel of twenty tons or upwards, (other than such as are registered) found trading between district and district, or between different places in the same district, or carrying on the fishery, without being enrolled or licensed, or if less than twenty tons, and not less than five tons, without a license, in manner as provided by this act, such ship or vessel, if laden with goods, the growth or manufacture of the United States, or in ballast, shall pay the same fees in every port of the United States at which she may arrive, as ships or vessels not belonging to citizens of the United States, and if she have on board any articles of foreign growth or manufacture, or distilled spirits, other than sea stores, the ship or vessel, together with her tackle, apparel, and furniture, and the lading found on board shall be forfeited: *Provided however*, if such ship or vessel be at sea, at the expiration of the time for which the license was given, and the master of such ship or vessel shall swear or affirm that such was the case, and shall also within forty-eight hours after his arrival deliver to the collector of the district in which he shall first arrive the license which shall have expired, the forfeiture aforesaid shall not be incurred, nor shall the ship or vessel be liable to pay the fees and tonnage aforesaid.

If any ship or vessel, enrolled or licensed as aforesaid, shall proceed on a foreign voyage, without first giving up her enrolment and license to the collector of the district comprehending the port from which she is about to proceed on such foreign voyage, and being duly registered by such collector, every such ship or vessel, together with her tackle, apparel and furniture, and the goods, wares and merchandize, so imported therein, shall be liable to seizure and forfeiture: *Provided always*, If the port from which such ship or vessel is about to proceed on such foreign voyage, be not within the district where such ship or vessel is enrolled, the collector of such district shall give to the master of such ship or vessel a certificate specifying that the enrolment and license of such ship or vessel is received by him, and the time when it was so received; which certificate shall afterwards be delivered by the said master to the collector, who may have granted such enrolment and license.

The license granted to any ship or vessel shall be given up to the collector of the district, who may have granted the same, within three days after the expiration of the time for which it was granted, in case such ship or vessel be then within the district, or if she be absent, at that time, within three days from her first arrival within the district afterwards, or if she be sold out of the district, within three days after the arrival of the master within any district, to the collector of such district, taking his certificate therefor; and if

the master thereof shall neglect or refuse to deliver up the license, as aforesaid, he shall forfeit fifty dollars; but if such license shall have been previously given up to the collector of any other district, as authorized by this act, and a certificate thereof, under the hand of such collector, be produced by such master, or if such license be lost or destroyed, or unintentionally mislaid, so that it cannot be found, and the master of such ship or vessel shall make and subscribe an oath or affirmation, that such license is lost, destroyed, or unintentionally mislaid, as he verily believes, and that the same, if found, shall be delivered up, as is herein required, then the aforesaid penalty shall not be incurred. And if such license shall be lost, destroyed, or unintentionally mislaid, as aforesaid, before the expiration of the time for which it was granted, upon the like oath or affirmation being made and subscribed by the master of such ship or vessel, the said collector is hereby authorized and required, upon application being made therefor, to license such ship or vessel anew.

It shall and may be lawful for the owner or owners of any licensed ship or vessel to return such license to the collector who granted the same, at any time within the year for which it was granted, who shall thereupon cancel the same, and shall license such vessel anew, upon the application of the owner or owners, and upon the conditions herein before required, being complied with; and in case the term for which the former license was granted shall not be expired, an abatement of the tonnage of six cents per ton shall be made, in the proportion of the time so unexpired.

Every licensed ship or vessel shall have her name, and the port to which she belongs, painted on her stern, in the manner as is provided for registered ships or vessels; and if any licensed ship or vessel be found without such painting, the owner or owners thereof shall pay twenty dollars.

When the master of any licensed ship or vessel, ferry boats excepted, shall be changed, the new master, or, in case of his absence, the owner or one of the owners thereof, shall report such change to the collector residing at the port where the same may happen, if there be one, otherwise to the collector residing at any port, where such ship or vessel may next arrive, who, upon the oath or affirmation of such new master, or, in case of his absence, of the owner or one of the owners, that he is a citizen of the United States, and that such ship or vessel shall not, while such license continues in force be employed, in any manner whereby the revenue of the United States may be defrauded, shall endorse such change on the license, with the name of the new master; and when any change shall happen, as aforesaid, and such change shall not be reported, and the endorsement made of such change, as is herein required, such ship or vessel, found carrying on the coasting trade or fisheries, shall be subject to pay the same fees and tonnage as a vessel of the United States having a register, and the said new master shall forfeit and pay the sum of ten dollars.

Any officer concerned in the collection of the revenue may at all times inspect the enrolment or license of any vessel; and if the master of any such vessel shall not exhibit the same when required by such officer, he shall forfeit and pay one hundred dollars.

When any vessel licensed to carry on the fishery shall be intended to touch at any foreign place, it shall be the duty of her master or owner to obtain permission for that purpose from the collector of the district where she may be previous to her departure; and the master of such vessel shall deliver like manifests, and make like entries both of vessel, and of goods on board, within the time and under the penalties by the laws of the United States provided for vessels arriving from a foreign port. And if any vessels licensed for carrying on the fisheries, be found within three leagues of the coast, with goods

of foreign growth or manufacture above the value of 500 dollars without such permission, such vessel, together with such foreign articles, shall be subject to seizure and forfeiture.

The master or commander of every ship or vessel licensed for carrying on the coasting trade, destined from a district in one State to a district in the same, or an adjoining state on the sea coast, or on a navigable river, having on board either distilled spirits in casks exceeding five hundred gallons, wine in casks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, sugar in casks or boxes exceeding three thousand pounds, tea in chests or boxes exceeding five hundred pounds, coffee in casks or bags exceeding one thousand pounds, or foreign merchandize in packages, as imported, exceeding in value four hundred dollars, or goods, wares or merchandize, consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value exceeds eight hundred dollars, shall, previous to the departure of such ship or vessel from the port where she may then be, make out and subscribe duplicate manifests of the whole of such cargo on board such ship or vessel, specifying in such manifest the marks and numbers of every cask, bag, box, chest or package, containing the same, with the name and place of residence of every shipper and consignee, and the quantity shipped by and to each; and if there be a collector or surveyor, residing at such port, or within five miles thereof, he shall deliver such manifests to the collector, if there be one, otherwise to the surveyor, before whom he shall swear or affirm, to the best of his knowledge and belief, that the goods therein contained were legally imported, and the duties thereupon paid or secured, whereupon the said collector or surveyor shall certify the same on said manifests, one of which he shall return to the said master, with a permit, specifying thereon, generally, the lading on board such ship or vessel, and authorizing him to proceed to the port of his destination. And if any ship or vessel, being laden or destined, as aforesaid, shall depart from the port where she may then be, without the master or commander having first made out and subscribed duplicate manifests of the lading on board such ship or vessel, and in case there be a collector or surveyor residing at such port, or within five miles thereof, without having previously delivered the same to the said collector or surveyor, and obtaining a permit, in manner as is herein required, such master or commander shall pay one hundred dollars.

The master or commander of every ship or vessel licensed for carrying on the coasting trade, having on board either distilled spirits in casks exceeding five hundred gallons, wine in casks exceeding two hundred and fifty gallons, or in bottles exceeding one hundred dozens, sugar in casks or boxes exceeding three thousand pounds, tea in chests or boxes exceeding five hundred pounds, coffee in casks or bags exceeding one thousand pounds, or foreign merchandize in packages, as imported, exceeding in value four hundred dollars, or goods, wares or merchandize, consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value exceeds eight hundred dollars, and arriving from a district in one State, at a district in the same or an adjoining State on the sea coast, or on a navigable river, shall, previous to the unlading of any part of the cargo of such ship or vessel, deliver to the collector, if there be one, or if not, to the surveyor residing at the port of her arrival, or if there be no collector or surveyor residing at such port, then to a collector or surveyor, if there be any such officer residing within five miles thereof, the manifest of the cargo, certified by the collector or surveyor of the district from whence she sailed (if there be such manifest) otherwise the duplicate manifests thereof, as is herein before directed, to the truth of which, before such officer, he shall swear or affirm.

And if there have been taken on board such ship or vessel, any other or more goods than are contained in such manifest or manifests, since her departure from the port from whence she first sailed, or if any goods have been since landed, the said master or commander shall make known and particularize the same to the said collector or surveyor, or if no such goods have been so taken on board or landed, he shall so declare, to the truth of which he shall swear or affirm: Whereupon, the said collector or surveyor, shall grant a permit for unlading a part or the whole of such cargo, as the said master or commander may request. And if there be no collector or surveyor residing at, or within five miles of the said port of her arrival, the master or commander of such ship or vessel may proceed to discharge the lading from on board such ship or vessel, but shall deliver to the collector or surveyor, residing at the first port, where he may next afterwards arrive, and within twenty four hours of his arrival, the manifest or manifests aforesaid, noting thereon the times when, and places where, the goods therein mentioned have been unladed, to the truth of which, before the said last mentioned collector or surveyor, he shall swear or affirm; and if the master or commander of any such ship or vessel, being laden as aforesaid, shall neglect or refuse to deliver the manifest or manifests at the times, and in the manner herein directed, he shall pay one hundred dollars.

The master or commander of every ship or vessel, licensed for carrying on the coasting trade, and being destined from any district of the United States, to a district other than a district in the same, or an adjoining State on the sea coast, or on a navigable river, shall, previous to her departure, deliver to the collector residing at the port where such ship or vessel may be, if there is one, otherwise to the collector of the district comprehending such port, or to a surveyor within the district, as the one or the other may reside nearest to the port at which such ship or vessel may be, duplicate manifests of the whole cargo on board such ship or vessel, or if there be no cargo on board, he shall so certify, and if there be any distilled spirits, or goods, wares and merchandize, of foreign growth or manufacture on board, other than what may, by the collector, be deemed sufficient for sea stores, he shall specify in such manifests the marks and number of every cask, bag, box, chest or package, containing the same, with the name and place of residence of every shipper and consignee of such distilled spirits, or goods of foreign growth or manufacture, and the quantity shipped by, and to each, to be by him subscribed, and to the truth of which he shall swear or affirm; and shall also swear or affirm before the said collector or surveyor, that such goods, wares or merchandize, of foreign growth or manufacture, were to the best of his knowledge or belief, legally imported, and the duties thereupon paid or secured; upon the performance of which, and not before, the said collector or surveyor shall certify the same on the said manifests; one of which he shall return to the master, with a permit thereunto annexed, authorizing him to proceed to the port of his destination. And if any such ship or vessel shall depart from the port where she may then be, having distilled spirits, or goods, wares or merchandize of foreign growth or manufacture on board, without the several things herein required, being complied with, the master thereof shall forfeit one hundred dollars; or if the lading be of goods, the growth or manufacture of the United States only, or if such ship or vessel have no cargo, and she depart without the several things herein required being complied with, the said master shall forfeit and pay fifty dollars.

The master or commander of every ship or vessel licensed to carry on the coasting trade, arriving at any district of the United States, from any district, other than a district in the same, or an adjoining state on the sea coast, or on a navigable river, shall deliver to the collector residing at the port where she

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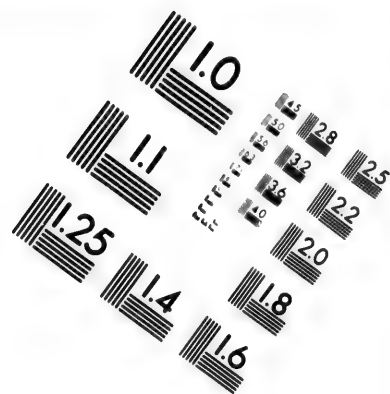
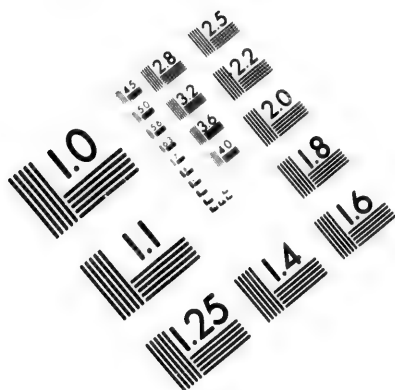
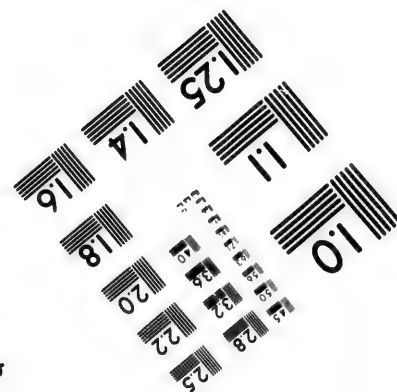
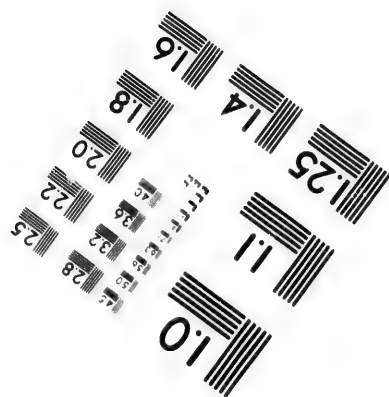
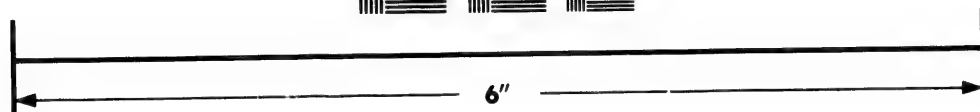
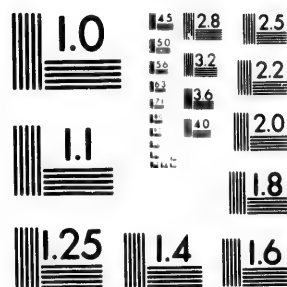


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may arrive, if there be one, otherwise to the collector or surveyor in the district comprehending such port, as the one or the other may reside nearest thereto, if the collector or surveyor reside at a distance not exceeding five miles, within twenty four hours, or if at a greater distance, within forty eight hours next after his arrival; and previous to the unlading any of the goods brought in such ship or vessel, the manifest of the cargo (if there be any) certified by the collector or surveyor of the district from whence she last sailed, and shall make oath or affirmation, before the said collector or surveyor, that there was not, when he sailed from the district where his manifest was certified, or has been since, or then is, any more or other goods, wares or merchandize of foreign growth or manufacture, or distilled spirits (if there be any other than sea stores on board such vessel) than is therein mentioned; and if there be no such goods he shall so swear or affirm; and if there be no cargo on board, he shall produce the certificate of the collector or surveyor of the district from whence she last sailed, as aforesaid, that such is the case:— Whereupon such collector or surveyor shall grant a permit for unlading the whole or part of such cargo (if there be any) within his district, as the master may request; and where a part only of the goods, wares and merchandize, of foreign growth or manufacture, or of distilled spirits, brought in such ship or vessel, is intended to be landed, the said collector or surveyor shall make an endorsement of such part, on the back of the manifest, specifying the articles to be landed; and shall return such manifest to the master, endorsing also thereon, his permission for such ship or vessel, to proceed to the place of her destination; and if the master of such ship or vessel shall neglect or refuse to deliver the manifest (or if she has no cargo, the certificate) within the time herein directed, he shall forfeit one hundred dollars, and the goods, wares and merchandize of foreign growth or manufacture, or distilled spirits, found on board or landed from such ship or vessel, not being certified, as is herein required, shall be forfeited, and if the same shall amount to the value of eight hundred dollars, such ship or vessel, with her tackle, apparel and furniture, shall be also forfeited.

Nothing in this act contained shall be so construed, as to oblige the master or commander of any ship or vessel, licensed for carrying on the coasting trade, bound from a district in one state, to a district in the same, or an adjoining state on the sea coast, or on a navigable river, having on board goods, wares or merchandize, of the growth, produce or manufactures of the United States only (except distilled spirits) or distilled spirits, not more than five hundred gallons, wine in casks, not more than two hundred and fifty gallons, or in bottles not more than one hundred dozens, sugar in casks or boxes not more than three thousand pounds, tea in chests or boxes not more than five hundred pounds, coffee in casks or bags not more than one thousand pounds, or foreign merchandize in packages, as imported, of not more value than four hundred dollars, or goods, wares or merchandize, consisting of such enumerated or other articles of foreign growth or manufacture, or of both, whose aggregate value shall not be more than eight hundred dollars, to deliver a manifest thereof, or obtain a permit previous to her departure, or on her arrival within such district, to make any report thereof: but such master shall be provided with a manifest by him subscribed, of the lading, of what kind soever, which was on board such ship or vessel, at the time of his departure from the district from which she last sailed, and if the same, or any part of such lading, consists of distilled spirits, or goods, wares or merchandize, of foreign growth or manufacture, with the marks and numbers of each cask, bag, box, chest or package, containing the same, with the name of the shipper and consignee of each; which manifest shall be by him exhibited, for the inspection of any officer of the revenue, when by such officer thereunto required; and shall al-

so inform such officer from whence such ship or vessel last sailed, and how long she has been in port, when by him so interrogated. And if the master of such ship or vessel shall not be provided, on his arrival within any such district, with a manifest, and exhibit the same, as is herein required, if the lading of such ship or vessel consist wholly of goods, the produce or manufacture of the United States (distilled spirits excepted) he shall forfeit twenty dollars; or if there be distilled spirits, or goods, wares or merchandize, of foreign growth or manufacture, on board, excepting what may be sufficient for sea stores, he shall forfeit forty dollars; or if he shall refuse to answer the interrogatories truly, as is herein required, he shall forfeit the sum of one hundred dollars. And if any of the goods laden on board such ship or vessel, shall be of foreign growth or manufacture, so much of the same, as may be found on board such ship or vessel, and which shall not be included in the manifest exhibited by such master, shall be forfeited.

When any ship or vessel of the United States, registered according to law, shall be employed in going from any one district in the United States, to any other district, such ship or vessel, and the master or commander thereof, with the goods she may have on board, previous to her departure from the district where she may be, and also, upon her arrival in any other district, shall be subject (except as to the payment of fees) to the same regulations, provisions, penalties and forfeitures, and the like duties are imposed on like officers, as is provided above for ships or vessels carrying on the coasting trade;—*Provided however*, That nothing herein contained, shall be construed to extend to registered ships or vessels of the United States, having on board goods, wares and merchandize of foreign growth or manufacture, brought into the United States in such ship or vessel from a foreign port, and on which the duties have not been paid or secured according to law.

The master or commander of every ship or vessel, employed in the transportation of goods from district to district, that shall put into a port other than the one to which she was bound, shall, within twenty four hours of his arrival, if there be an officer residing at such port, and she continue there so long, make report of his arrival, to such officer, with the name of the place he came from, and to which he is bound, with an account of his lading; and if the master of such ship or vessel shall neglect or refuse to do the same, he shall forfeit twenty dollars.

If the master or commander of any ship or vessel, employed in the transportation of goods from district to district, having on board goods, wares or merchandize of foreign growth or manufacture, or distilled spirits, shall, on his arrival at the port to which he was destined, have lost or mislaid the certified manifest of the same, or the permit which was given therefor, by the collector or surveyor of the district from whence he sailed, the collector of the district where he shall so arrive, shall take bond for the payment of the duties on such goods, wares and merchandize of foreign growth or manufacture, or distilled spirits, within six months, in the same manner as though they were imported from a foreign country; *Provided however*, such bond shall be cancelled, if the said master shall deliver, or cause to be delivered to the collector taking such bond, and within the term therein limited for payment, a certificate from the collector or surveyor of the district from whence he sailed, that such goods were legally exported in such ship or vessel, from such district.

In all cases, where such ship or vessel, or any other licensed ship or vessel, shall have been once admeasured, it shall not be necessary to measure such ship or vessel anew, for the purpose of obtaining another enrolment or license, except such ship or vessel shall have undergone some alteration as to her burthen, subsequent to the time of her former license.

It shall be lawful for any officer of the revenue to go on board of any ship or vessel, whether she shall be within or without his district, and the same to inspect, search and examine, and if it shall appear that any breach of the laws of the United States has been committed, whereby such ship or vessel, or the goods, wares and merchandize on board, or any part thereof, is or are liable to forfeiture, to make seizures of the same,

In every case where a forfeiture of any ship or vessel, or of any goods, wares or merchandize, shall accrue, it shall be the duty of the collector, or other proper officer, who shall give notice of the seizure of such ship or vessel, or of such goods, wares or merchandize, to insert in the same advertisement, the name or names, and the place or places of residence, of the person or persons to whom any such ship or vessel, goods, wares and merchandize belonged, or were consigned, at the time of such seizure, if the same shall be known to him.

If any person or persons shall swear or affirm to any of the matters herein required to be verified, knowing the same to be false, such person or persons shall suffer the like pains and penalties as shall be incurred by persons committing wilful and corrupt perjury. And if any person or persons shall forge, counterfeit, erase, alter, or falsify any enrolment, licence, certificate, permit, or other document, mentioned or required in this act, to be granted by any officer of the revenue, such person or persons so offending, shall forfeit five hundred dollars.

If any person or persons shall assault, resist, obstruct or hinder any officer in the execution of any act or law of the United States, herein mentioned, or of any of the powers or authorities vested in him by any act or law, as aforesaid, all and every person and persons so offending, shall, for every such offence, for which no other penalty is particularly provided, forfeit five hundred dollars.

If any licensed ship or vessel shall be transferred in whole or in part to any person, who is not, at the time of such transfer, a citizen of, and resident within the United States, or if any such ship or vessel shall be employed in any other trade than that for which she is licensed, or shall be found with a forged or altered license, or one granted for any other ship or vessel, every such ship or vessel, with her tackle, apparel and furniture, and the cargo found on board her, shall be forfeited.

Provided nevertheless, That in all cases where the whole or any part of the lading or cargo on board any ship or vessel shall belong bona fide to any person or persons other than the master, owner or mariners, of such ship or vessel, and upon which the duties shall have been previously paid or secured, according to law, shall be exempted from any forfeiture under this act, any thing herein contained to the contrary notwithstanding.

.....

Relief of sick and disabled Seamen.

The laws of the United States have not been remiss in providing for the relief of that portion of citizens, whose profession is so useful to a commercial nation, and so incident to the calamities of climate and weather. The mariners of this country are largely indebted to the humane and benevolent spirit of its jurisprudence, for interposing in their behalf the authority of the nation, and reserving, though from the produce of their own labours, a fund which will afford them support and comfort in sickness or distress.

Many hospitals and lazarettoes are founded in different parts of the United States, for the support and relief of poor, sick, and disabled seamen;

and by the United States laws, as well as those of several different States, taxes are collected of masters and mariners for this valuable purpose. We here subjoin an abstract of those laws, for the instruction of masters of vessels on entering the different ports.

From and after the first day of September, 1798, no collector shall grant to any ship or vessel, whose enrolment or license for carrying on the coasting trade has expired, a new enrolment or license before the master of such ship or vessel shall first render a true account to the collector, of the number of seamen, and the time they have severally been employed on board such ship or vessel, during the continuance of the license which has so expired, and pay to such collector twenty cents per month for every month such seamen have been severally employed, as aforesaid; which sum the said master is hereby authorized to retain out of the wages of such seamen. And if any such master shall render a false account of the number of men, and the length of time they have severally been employed, as is herein required, he shall forfeit and pay one hundred dollars.

It shall be the duty of the several collectors to make a quarterly return of the sums collected by them respectively, by virtue of this act, to the Secretary of the Treasury; and the President of the United States is hereby authorized, out of the same, to provide for the temporary relief and maintenance of sick or disabled seamen, in the hospitals or other proper institutions now established in the several ports of the United States, or in ports where no such institutions exist, then in such other manner as he shall direct; and the President is hereby authorized to purchase or receive cessions or donations of ground or buildings, in the name of the United States, and to cause buildings when necessary, to be erected as hospitals, for the accommodation of sick and disabled seamen.

The benefit of the act, for the relief of sick and disabled seamen, also extends to all at or near the port of New-Orleans, within the territory of Louisiana, and to all persons navigating boats down the Mississippi to New-Orleans, and on the application of the master of foreign vessels, foreign seamen may be admitted, subject to a charge of seventy-five cents per day, for each day he may remain in the hospital.

And by another act in addition to the above, it is provided—

That the President of the United States shall be, and he hereby is authorized to direct the expenditure of any monies which have been, or shall be collected by virtue of an act, entitled “An act for the relief of sick and disabled seamen,” to be made within the State wherein the same shall have been collected, or within the State next adjoining thereto, excepting what may be collected in the States of New Hampshire, Massachusetts, Rhode Island and Connecticut: any thing in the said act contained to the contrary thereof notwithstanding.

That the Secretary of the Navy shall be, and he hereby is authorized and directed to deduct, after the first day of September, 1799, from the pay thereafter to become due, of the officers, seamen and marines of the Navy of the United States, at the rate of twenty cents per month, for every such officer, seaman and marine, and to pay the same *quarter-annually* to the Secretary of the Treasury, to be applied to the same purposes, as the money collected by virtue of the above mentioned act is appropriated.

That the officers, seamen and marines of the Navy of the United States, shall be entitled to receive the same benefits and advantages, as by the act above mentioned are provided for the relief of sick and disabled seamen of the merchant vessels of the United States.

BY A LAW

OF the United States, passed Feb. 1804, it is enacted, That the same duties which by law now are, or hereafter may be laid on goods, wares, and merchandize imported into the United States, on the tonnage of vessels, and on the passports and clearances of vessels, shall be laid and collected on goods, wares and merchandize imported into the territories of Louisiana, and on vessels arriving in, or departing from the said territories; and the following acts, that is to say, the act, entitled,

"An act concerning the registering and recording of ships and vessels."

"An act for enrolling and licensing ships or vessels to be employed in the coasting trade and fisheries."

"An act to regulate the collection of duties on imports and tonnage."

"An act to establish the compensations of officers employed in the collection of the duties on imports and tonnage, and for other purposes."

And the act supplementary to, and amendatory of the two last mentioned acts, or so much of the said acts as is now in force, and also so much of any other act or acts of the United States as is now in force, or may be hereafter enacted, for laying any duties on imports, tonnage, seamen or shipping, for regulating and securing the collection of the same, and for regulating the compensations of the officers employed in the collection of the same; for granting and regulating drawbacks; bounties and allowances in lieu of drawbacks; concerning the registering, recording, enrolling and licensing of ships and vessels: *Provided however*, That ships or vessels, which on the twentieth day of December 1803 were owned by persons then residing in the above mentioned territories, and who either were citizens of the United States, or had resided in the said territories, during five years next preceeding, shall be entitled to the benefits and privileges of ships or vessels of the United States, whilst they shall continue to be wholly owned by such persons, or by citizens of the United States; *Provided nevertheless*, That the persons claiming such privileges for their ships or vessels, shall in every other respect, comply with the provisions of the acts for registering, recording, enrolling and licensing of ships or vessels, and who, if not citizens of the United States, shall have previously taken an oath of allegiance to the United States, which oath the collector of the port is hereby authorised to administer.

That so much of any act or acts of the United States, for the protection of American seamen; for the government and regulation of seamen in the merchants service; and for preventing the exportation of goods not duly inspected; shall extend to and have full force and effect in the above mentioned territories.

That so much of any law or laws, laying any duties on the importation into the United States of goods, wares and merchandize from the said territories (or allowing drawbacks on the importation of the same from the United States to the said territories) or respecting the commercial intercourse between the United States and the said territories, or between the several parts of the United States through the said territories, which is inconsistent with the provisions of the preceding section, be, and the same hereby is repealed; and all duties on the exportation of goods, wares and merchandize from the said territories, as well as all duties on the importation of goods, wares, and merchandize into the said territories, on the transfer of ships or vessels, and on the tonnage of vessels, other than those laid by virtue of the laws of the United States shall, from the time when this act shall commence to be in force, cease and determine: *Provided however*, That nothing herein contained shall be construed to affect the fees and other charges usually paid in the

said territories on account of pilotage, wharfage, or the right of anchoring by the levy of the city of New-Orleans, which several fees and charges shall, until otherwise directed, continue to be paid and applied to the same purposes as heretofore.

That it shall be the duty of every master or commander of any ship or vessel, destined for the port of Natches, to stop at New Orleans and there deliver to the collector of said port a manifest of the cargo on board such ship or vessel agreeably to law, on penalty of five thousand dollars. And it shall be the duty of said collector to transmit a certified copy of such manifest to the collector of the said port of Natches, and to direct an inspector to go on board such ship or vessel, and proceed therewith to the port of Natches, and there report such ship or vessel to the collector of said port of Natches, immediately after his arrival, when the duty of said inspector shall cease.

That foreign ships or vessels shall be admitted to unlade at the port of New Orleans, and at no other port within the district of Mississippi; and ships or vessels belonging to citizens of the United States, coming directly from France or Spain, or any of their colonies, shall not be admitted to unlade at any port within the district of Mississippi other than New Orleans; and ships or vessels arriving from the Cape of Good Hope, or from any place beyond the same, shall be admitted to make entry at the port of New Orleans and at no other port within the district of Mississippi.

That the master or commander of every ship or vessel, bound to a port of delivery only, other than the port of Bayou St. John, in the district of Mississippi, shall first come to at the port of New Orleans with his ship or vessel, and there make report and entry, in writing, and pay, or secure to be paid, all legal duties, port fees, and charges, in manner provided by law, before such ship or vessel shall proceed to her port of delivery; and any ship or vessel, bound to the port of Bayou St. John, may first proceed to the said port, and afterwards make report and entry at the port of New Orleans, within the time by law limited; and the master of every ship or vessel, arriving from a foreign port or place, or having goods on board, of which the duties have not been paid or secured, and bound to any port within the district of Mississippi (other than New Orleans, or Bayou St. John) shall take an inspector on board, at New Orleans, before proceeding to such port; and if any master of a ship or vessel, shall proceed to such port of delivery, contrary to the directions aforesaid, he shall forfeit and pay five hundred dollars, to be recovered in any court of competent jurisdiction, with the costs of suit.

That during the term of twelve years, to commence three months after the exchange of the ratifications of the above mentioned treaty shall have been notified at Paris, to the French government, French ships, or vessels coming directly from France, or any of her colonies, laden only with the produce or manufactures of France, or any of her said colonies; and Spanish ships or vessels, coming directly from Spain, or any of her colonies, laden only with the produce or manufactures of Spain, or any of her said colonies, shall be admitted into the port of New Orleans, and into all other ports of entry which may hereafter be established by law, within the territories ceded to the United States by the above mentioned treaty, in the same manner as ships or vessels of the United States, coming directly from France or Spain, or any of their colonies, and without being subject to any other, or higher duty on the said produce or manufacture, than by law now is, or shall at the time, be payable, by citizens of the United States on similar articles, imported from France or Spain, or any of their colonies, in vessels of the United States, into the said port of New Orleans, or other ports of entry in the territories above mentioned; or to any other, or higher tonnage duty, than by

law now is, or shall at the time be, laid on the tonnage of vessels of the United States coming from France or Spain, or from any of their colonies, to the said port of New Orleans, or other ports of entry within the territories above mentioned.

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*LAW OF THE UNITED STATES.

By an Act, supplementary to the "Act for the further protection of American Seamen," it is enacted, That before a clearance be granted to any vessel bound on a foreign voyage, the master thereof shall deliver to the collector of the customs, a list, containing the names, places of birth and residence, and a description of the persons who compose his ship's company, to which list, the oath or affirmation of the captain shall be annexed, that the said list contains the names of his crew, together with the places of their birth and residence, as far as he can ascertain them, and the said collector shall deliver him a certified copy thereof, for which the collector shall be entitled to receive twenty-five cents; and the said master shall moreover enter into bond, with sufficient security, in the sum of four hundred dollars, that he shall exhibit the aforesaid certified copy of the list to the first boarding officer, at the first port in the United States, at which he shall arrive on his return thereto, and then and there also produce the persons named therein, to the said boarding officer, whose duty it shall be to examine the men with such list, and to report the same to the collector, and it shall be the duty of the collector at the said port of arrival (where the same is different from the port from which the vessel originally sailed) to transmit a copy of the list so reported to him, to the collector of the port from which said vessel originally sailed: *Provided*, That the said bond shall not be forfeited on account of the said master not producing to the first boarding officer as aforesaid, any of the persons contained in the said list, who may be discharged in a foreign country, with the consent of the consul, vice-consul, commercial agent or vice-commercial agent there residing, signified in writing, under his hand and official seal, to be produced to the collector, with the other persons composing the crew as aforesaid; nor on account of any such person dying or absconding, or being forcibly impressed into other service, of which satisfactory proof shall be then also exhibited to the collector.

It shall be the duty of every master or commander of a ship or vessel, belonging to citizens of the U. S. who shall sail from any port of the United States, on his arrival at a foreign port, to deposit his register, sea-letter, and Mediterranean passport, with the consul, vice-consul, commercial agent, or vice-commercial agent (if any there be at such port) that in case of refusal or neglect of the said master or commander, to deposit the said papers as aforesaid, he shall forfeit and pay five hundred dollars, to be recovered by the said consul, vice-consul, commercial agent, or vice-commercial agent in his own name, for the benefit of the United States, in any court of competent jurisdiction; and it shall be the duty of such consul, vice-consul, commercial agent, or vice-commercial agent, on such master or commander producing to him a clearance from the proper officer of the port, where his ship or vessel may be, to deliver to the said master or commander, all of his said papers; *Provided*, such master or commander shall have complied with the provisions contained in this act, and those of the act to which this is a supplement.

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* This is a supplement to the law published in page 330, under the head "Regulation of Seamen."

By an Act to prevent the importation of certain persons into certain States, where, by the laws thereof, their admission is prohibited, *it is enacted*, That from and after the first day of April, 1803, no master or captain of any ship or vessel, or any other person, shall import or bring, or cause to be imported or brought, any negro, mulatto, or other person of colour, not being a native, a citizen, or registered seaman of the United States, or seaman, natives of countries beyond the Cape of Good Hope, into any port or place of the United States, which port or place shall be situated in any State which by law has prohibited, or shall prohibit the admission or importation of such negro, mulatto or other person of colour, and if any captain or master aforesaid, or any other person, shall import or bring, or cause to be imported or brought, into any of the ports or places aforesaid, any of the persons whose admission or importation is prohibited as aforesaid, he shall forfeit and pay the sum of one thousand dollars for each and every negro, mulatto, or other person of colour aforesaid, brought or imported as aforesaid, to be sued for and recovered by action of debt, in any court of the United States, one half thereof to the use of the United States, the other half to any person or persons prosecuting for the penalty; and in any action instituted for the penalty; and in any action instituted for the recovery of the penalty aforesaid, the person or persons sued may be held to special bail: *Provided always*, that nothing contained in this act shall be construed to prohibit the admission of Indians.

That no ship or vessel, arriving in any of the said ports or places of the United States, and having on board any negro, mulatto or other person of colour, not being a native, a citizen or registered seaman of the United States or seaman natives of countries beyond the Cape of Good Hope, as aforesaid, shall be admitted to an entry. And if any such negro, mulatto, or other person of colour, shall be landed from on board any ship or vessel, in any of the ports or places aforesaid, or on the coast of any state prohibiting the admission or importation as aforesaid, the said ship or vessel, together with her tackle, apparel and furniture, shall be forfeited to the United States, and one half of the nett proceeds of the sales on such forfeiture shall inure and be paid over to such person or persons on whose information the seizure on such forfeiture shall be made.

It shall be the duty of the collectors and other officers of the customs, and all other officers of the revenue of the United States, in the several ports or places situated as aforesaid, to notice and be governed by the provisions of the laws now existing, of the several states prohibiting the admission or importation of any negro, mulatto, or other person of colour, as aforesaid. And they are hereby enjoined vigilantly to carry into effect the said laws of said States, conformably to the provisions of this act, any law of the United States to the contrary notwithstanding.

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LAW OF THE UNITED STATES against the wilful destruction and casting away ships and cargoes, whereby *it is enacted*, That any person, not being an owner, who shall, on the high seas, wilfully and corruptly cast away, burn, or otherwise destroy any ship or other vessel, unto which he belongeth, being the property of any citizen or citizens of the United States, or procure the same to be done, and being thereof lawfully convicted shall suffer death.

If any person shall, on the high seas, wilfully and corruptly cast away, burn or otherwise destroy any ship or vessel, of which he is owner, in part or in whole, or in any wise direct or procure the same to be done, with intent or design to prejudice any person or persons that hath underwritten, or

shall underwrite any policy or policies of insurance thereon, or if any merchant or merchants that shall load goods thereon, or of any other owner or owners of such ship or vessel, the person or persons offending therein, being thereof lawfully convicted, shall be deemed and adjudged guilty of felony, and shall suffer death.

Penalty on forging Sea-Letters, Passports, &c. or using such.

By a law of the United States it is enacted, That if any person shall knowingly make, utter or publish any false sea letter, Mediterranean passport, or certificate of registry, or shall knowingly avail himself of any such Mediterranean passport, sea letter, or certificate of registry, he shall forfeit and pay a sum not exceeding five thousand dollars, to be recovered by action of debt, in the name of the United States, in any court of competent jurisdiction; and if an officer of the United States, he shall for ever thereafter be rendered incapable of holding any office of trust or profit, under the authority of the United States.

Registered vessels sold out of the United States in certain cases to have the benefits they were formerly entitled to.

When any ship or vessel, which has been, or which shall be registered pursuant to any law of the United States, shall whilst such ship or vessel is without the limits of the United States, be sold or transferred in whole or in part to a citizen or citizens of the United States, such ship or vessel, on her first arrival in the United States thereafter, shall be entitled to all the privileges and benefits of a ship or vessel of the United States: *Provided*, That all the requisites of law, in order to the registry of ships or vessels, shall be complied with, and a new certificate of registry obtained for such ship or vessel, within three days from the time at which the master or other person having the charge or command of such ship or vessel, is required to make his final report upon her first arrival afterwards as aforesaid, agreeably to the thirtieth section of the act, passed on the second day of March, one thousand seven hundred and ninety-nine, entitled, "An act to regulate the collection of duties on imports and tonnage." And it shall be lawful to pay to the collector of the district within which such ship or vessel may arrive as aforesaid, the duties imposed by law on the tonnage of such ship or vessel, at any time within three days from the time at which the master or other person having the charge or command of such ship or vessel, is required to make his final report as aforesaid, any thing to the contrary in any former law notwithstanding: *Provided always*, That nothing herein contained shall be construed to repeal, or in any wise change the provisions, restrictions or limitations of any former act or acts, excepting so far as the same shall be repugnant to the provisions of this act.

Law of the United States making provision for unlading vessels obstructed by ice.

Where a ship or vessel shall be prevented by ice from getting to the port at which her cargo is intended to be delivered, it shall be lawful for the collector of the district, in which such ship or vessel may be so obstructed, to receive the report and entry of any such ship or vessel, and with the consent of the naval-officer (where there is one) to grant a permit or permits for unlading or landing the goods, wares or merchandize, imported in such ship or vessel at any place within his district, which shall appear to him to be most convenient and proper.

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The report and entry of such ship or vessel, and of her cargo, or any part thereof, and all persons concerned therein, shall be under and subject to the same rules, regulations, restrictions, penalties and provisions, as if the said ship or vessel had arrived at the port of her destination, and had there proceeded to the delivery of her cargo.

An act to amend the act entitled "an act concerning the registering and recording of ships and vessels."

No ship or vessel shall be entitled to be registered as a ship or vessel of the United States, or if registered, to the benefits thereof, if owned in whole or in part by any person naturalized in the United States, and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be in the capacity of a consul or other public agent of the United States: *Provided*, That nothing herein contained shall be construed to prevent the registering anew of any ship or vessel before registered, in case of a *bona fide* sale thereof to any citizen or citizens resident in the United States: *And provided also*, That satisfactory proof of the citizenship of the person on whose account a vessel may be purchased, shall be first exhibited to the collector, before a new register shall be granted for such vessel.

That the proviso in the act, intitled "An act in addition to an act, intitled, "an act concerning the registering and recording of ships and vessels," passed the twenty-seventh of June, one thousand seven hundred and ninety seven, shall be taken and deemed to extend to the executors or administrators of the owner or owners of vessels, in the said proviso described.

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Enticing and carrying away Soldiers, Apprentices, and Debtors, and importing Convicts, Aliens, &c.

BY an act of the United States, every captain or commanding officer of any ship or vessel, who shall enter on board such ship or vessel, as one of his crew, knowing him to have deserted, or otherwise carry away any soldier in the service of the United States, or shall refuse to deliver him up to the order of his commanding officer, shall, upon legal conviction, be fined, at the discretion of the court, in any sum not exceeding three hundred dollars, or be imprisoned for any term, not exceeding one year.

NEW-HAMPSHIRE.

By a law of the State of New-Hampshire, the master of every ship or other vessel, must, within three days, from and after the time of entering his ship or vessel, deliver to the selectmen or town clerk of the town where any such ship or vessel shall arrive, a true and perfect list, or certificate under his hand, of the christian and surnames of all persons, passengers and others, brought in such ship or vessel, not belonging thereto, and not heretofore inhabitants of this State, with a particular account of their several circumstances, so far as he shall know them, on penalty of forfeiting to the use of the said town, in which such vessel arrives, the sum of *two pounds* for each per-

* The act to which this is a supplement, may be found in page 349.

son; to be recovered by action by the selectmen, overseers of the poor, or town treasurer. And when any person so brought by any such master of vessel, shall be sick or lame, and likely to be chargeable, such master shall carry him or her out of the state again, within two months after request made, or give bond in a reasonable sum, with sufficient sureties, that said person shall not become chargeable to said town, and shall be liable to pay all charges of supporting any such person.

MASSACHUSETTS.

By a law of Massachusetts it is enacted, That if any master or other person having charge of any vessel, shall therein bring into, and land, or suffer to be landed in any place within the Commonwealth, any person, before that time convicted in any other State, or in any foreign country, of any infamous crime, or any for which he hath been sentenced to transportation, knowing of such conviction, or having reason to suspect it, or any person of a notoriously dissolute, infamous and abandoned life and character, knowing him or her to be such, shall for every such offence, forfeit the sum of *one hundred pounds*, one half thereof to the use of the Commonwealth, and the other half to the use of any person, being a citizen of, and residing in the Commonwealth, who shall prosecute and sue for the same, by action of debt.

That the master or any other person, having charge of any vessel arriving at any place within the Commonwealth, with any passengers on board from any foreign dominion or country, without the United States of America, shall, within forty-eight hours after such arrival, make a report in writing under his hand, of all such passengers, their names, nation, age, character and condition, so far as hath come to his knowledge, to the overseers of the poor of the town or district at or nearest to which such vessel shall arrive, who shall record the same in a book kept for that purpose in their office. And every such master or other person that shall neglect to make such report, or that shall wittingly and willingly make a false one, shall, for each of these offences, forfeit the sum of *fifty pounds*, to be sued for and recovered by action of debt as aforesaid, by and to the use of such town or district.

By another act of the Commonwealth of Massachusetts, every master or commander of any outward bound ship or vessel that shall hereafter carry or transport out of the government, any person under the age of twenty-one years; or any apprentice, or any indentured servant, to any parts beyond sea, without the consent of his parents, master, or guardian, shall forfeit and pay the sum of *fifty pounds*; one moiety to the use of the government, and the other moiety to him or them that shall sue for the same; and be further liable for the damages sustained by the parent, master or guardian, in a special action of the case.

RHODE-ISLAND.

If any master or other person, having charge of any vessel, shall bring into and land, or suffer to be landed in any place within the State, any person before that time convicted in any other State, or in any foreign country, of any infamous crime, or of any crime for which he hath been sentenced to transportation, knowing of such conviction, or having reason to suspect it, or any person of a notoriously dissolute, infamous and abandoned life and character, knowing him or her to be such, shall, for every such offence, forfeit the sum of *four hundred dollars*, one half thereof to the use of the State, and the other half to the use of any person, being a citizen of, and residing within the State, who may prosecute and sue for the same by action of debt.

The master, or any other person, having the charge of any vessel arriving at any place within the State, with any passengers on board, from any foreign dominion or country, without the United States of America, shall, within forty-eight hours after such arrival, or before landing any such passenger, make a report in writing, under his hand, of all such passengers, their names, nation, age, character and condition, so far as shall have come to his knowledge, to the overseers of the poor of the town, at which such vessel shall arrive. And every such master or other person, who shall neglect to make such report, or who shall wittingly and willingly make a false one, shall for each of these offences forfeit the sum of *two hundred dollars*, to be sued for and recovered by action of debt as aforesaid, by the town treasurer, to the use of such town.

CONNECTICUT.

By a law of the State of Connecticut, it is enacted, That any person who shall bring into the state any poor and indigent person, and leave him or her in any town within the same, of which town he or she is not an inhabitant, such person so bringing in and leaving such poor and indigent person, shall forfeit and pay for every such person so brought in and left, the sum of *sixty-seven dollars*, to be recovered in any court proper to try the same, to and for the use of such town.

No person convicted of any crime, in any foreign country, and sentenced therefor to be transported abroad, shall be imported into the State; and any person or persons who shall, contrary to the true intent and meaning of the law, import, or bring into the State, any such convict, or be aiding or assisting therein, knowing such person so imported to be a convict, and sentenced as aforesaid, shall forfeit and pay to the treasurer of the State, the sum of *three hundred and thirty-four dollars*, for every such convict so imported as aforesaid. And whenever any person or persons shall be prosecuted for any breach of this law, such person shall be adjudged guilty of the same, unless they shall make full proof that they had lawful right to import the same; and that such importation was not contrary to the true intent and meaning of the law.

NEW-YORK.

If any master of any ship or other vessel, shall bring or land within the state, any person who cannot give a good account of himself or herself, to the mayor or recorder of the said city for the time being, or who is like to be a charge to the said city, such master shall, within one month, carry or send the person so imported by him back again to the place from whence he or she came, and shall for that purpose enter into bond to the mayor, aldermen, and commonalty of the city of New-York, with one or more surety or sureties to be approved of by such mayor or recorder in the sum of *one hundred pounds*, conditioned for the purposes aforesaid, or shall enter into bond to the said mayor, aldermen and commonalty of the said city, with one or more sufficient surety or sureties, to be approved by such mayor or recorder, as aforesaid, in the sum of *one hundred pounds*, conditioned that the person so imported shall not be or become a charge to the said city as aforesaid, or any other city or town in the State: and in case such master of any ship or other vessel shall refuse to become bound as aforesaid, it shall and may be lawful for such mayor or recorder by warrant under his hand and seal, directed to any constable of the said city, to cause such person so refusing to be committed to the common goal of the said city, there to remain until he shall consent to

become bound as aforesaid; and such bond shall not be avoided by plea of duress.

Every master of any ship or other vessel, who shall enter the same in the custom house of the city of New-York, shall within twenty-four hours after his arrival, make a report in writing, on oath, to the mayor of the said city, or in case of his sickness or absence, to the recorder of the said city, for the time being, of the name and occupation of every person who shall be brought into port in his said ship or other vessel; and in case of neglect, the master of such ship or other vessel, shall forfeit the sum of *fifty dollars* for every person so neglected to be reported. And if any person so neglected to be reported to the mayor or recorder of the said city as aforesaid, shall be a foreigner, the master of such ship or other vessel so neglecting to make report as aforesaid, shall forfeit the sum of *seventy-five dollars* for every foreigner so neglected to be reported.

Every master of any ship or other vessel, who shall, after the fifteenth day of May, 1797, arrive at the city of New-York, with emigrants from any foreign country, he shall, previous to the landing of any such emigrants, give a bond to the mayor, recorder and aldermen of the said city of New-York, with two sufficient sureties, to be approved of by the said mayor, recorder and aldermen, conditioned to indemnify and save harmless the said city of New-York, from all and every expense and charge which shall or may be incurred for the support and maintenance of any such person so imported, as the mayor, or in his absence or sickness, the recorder of the said city for the time being shall deem likely to become chargeable to the said city; and if any master of any ship or other vessel shall suffer or permit any such emigrant to land previous to giving such bonds as aforesaid, every such master shall forfeit and pay to the mayor, aldermen and commonalty of the city of New-York, the sum of *five hundred dollars* for each and every such person whom he shall permit and suffer to land, and for whom he shall neglect or omit to give security as aforesaid.

NEW-JERSEY.

In New-Jersey it has been ordained that no master of a vessel, or other person shall knowingly or willingly import, bring or send, either by himself or others, by land or water, any felon, convict, or person convicted of any infamous crime, or under sentence of death, or other legal disability, incurred by a criminal prosecution, or who shall be delivered or sent to him from any prison or place of confinement, in parts out of the United States; all persons offending against the above provision, and all who may aid or assist therein, to forfeit 200 dollars for every offence, to be recovered with costs by any person suing for the same, in an action of debt; one moiety of such forfeiture to go to the state, the other to the person suing for the same.

All persons convicted of an offence under this act, to enter into a recognizance with sufficient sureties, to convey and transport, within such time as the court may direct, such felon, convict, or other person of the description aforesaid, imported, brought or sent in as aforesaid by him, or with his aid and assistance, and in default of entering into such recognizance, to be committed to gaol, there to remain without bail or mainprize, till the same be entered into, or such convict, &c. as aforesaid, be sent out of the state.

DELAWARE.

In Delaware it is ordained, that no person shall presume to depart this government, who hath resided three months next before his departure, in any

of the counties of the same, but shall first signify the same in writing, under his hand affixed on the court house door in the county wherein he shall reside, at least 30 days before his departure; and shall have a certificate under the hands and seals of two justices of the peace of the county.

If any person shall presume to transport or convey (or be aiding or assisting therein) any person out of this government, either by land or water, that hath not complied with this act, he shall make good and pay to the parties aggrieved, all damages that shall accrue by reason of the aiding, assisting, transporting or carrying away any such person as aforesaid, to be recovered by bill, plaint or information in any court of record within this government.

By the institutions of Delaware it is enacted, that all masters of vessels, and others, who shall import, land or bring within the state, any person in the condition of a servant or otherwise within the meaning of this act, who hath been convicted of any murder, burglary, rape, sodomy, perjury, or any other felony, at any time before such coming into this government, shall, before the said convicts be put on shore, pay the sum of five pounds for every such so brought in, the one moiety thereof to the governor for the time being, for the support of government, the other moiety to the collector appointed by this act, or the informer; and further, shall become bound with good and sufficient security to the treasurer of the county where such importation shall be made, in the sum of £50 for the good behaviour of such convict for the space of one year next after his or her coming into this government.

Whereas it has been a practice for masters of vessels and others, trading to this government, in order to evade this and former acts made to prevent the importation of convicts, and poor indigent persons, to land such in some adjacent governments, from whence they have been afterwards secretly brought into this government,

Be it enacted, That if any such convict as aforesaid, servant or passenger, being poor or impotent persons, shall be imported into the river Delaware, and be found within this government, at any time within the space of twelve months next after their being imported as aforesaid, whether they were landed within this government or elsewhere, the collector of the duties appointed by this act, or any justice of the peace, shall and may cause to be apprehended and examined on oath or affirmation, all such and all other persons who may be supposed able to make any discovery of the time or manner of the importation or coming of such into this government, and from whence they last came, how long they have been come from beyond seas, of what country, and in what vessel, and who was master or merchant of the same, and whether she was, at the time of such persons being shipped or coming on board, destined for this government; and if, on examination, it shall appear that the said persons were shipped or took their passages for this government, then the collector or justice of the peace, before whom such examination shall be taken, shall compel the persons, if convicts, immediately to comply with the directions of this act, by paying the duties hereby imposed on them, and giving the security above directed; and shall also, and are hereby empowered and required to send for the master or merchant of such vessel, in which such persons were supposed to be imported, and to examine the master or merchant upon oath or affirmation concerning the said passengers, servants or convicts, and their importation or coming into this government, and if it appear that such person so apprehended, or any other persons being convicts as aforesaid, were shipped or taken on board to be imported into this government, and put or permitted to go on shore, by such master or merchant in any other government upon the river Delaware, or upon any island or place within the said river, without making report, and complying with the directions of this act, the said master or merchant shall give security for his appearance at the next

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general quarter sessions of the peace for the county where such examination is taken; and if, on presentment or information, legally convicted of such fraudulent practice, he or they so offending, shall forfeit the sum of £20 for every person so by him or them brought in as aforesaid, and put or permitted to be put on shore; and afterwards, at any time within the space of 12 months next after their being landed or put on shore shall be found within this government, without making the entry, paying the duties, and giving the security required by this act; one half to the governor, the other to the collector or informer, and shall further pay the same duties, and give the same security for such convicts as aforesaid, as if such persons had been imported into this government, and report thereof made, according to the direction of this act.

On information given to any two justices of the peace within this government, that any old persons, infants, maimed, lunatic, or any vagabond or vagrant persons are imported, come, or brought into this government, the said justices shall cause such persons to be brought before them; and if, upon examination, they shall judge such person or persons likely to become chargeable to the county where they are found or were imported, it shall and may be lawful for the said justices, by warrant or otherwise, to send for the said master or merchant, or other person who imported any such person or persons as aforesaid, as are likely to become chargeable as aforesaid, and upon proof of their being the importers or owners of such persons who shall be likely to become chargeable as aforesaid, shall and may compel the said master, merchant, or importer of such persons, to give sufficient security to carry and transport such persons from whence they were imported, or otherwise to indemnify the inhabitants of this government from any charge that may be brought upon them by the coming of such persons into this government.

All masters of vessels, merchants and others, who shall bring into this government, by land or water, any men or women, passengers or servants, shall within twenty four hours after arrival into any place within the same, make entry, and give, or cause to be given, upon oath or affirmation, to the collector of the said duties where the importation is made, a true account of the names of the servants and passengers so brought in; and the said collectors are hereby enjoined immediately, by warrant or otherwise, to call before them the said merchant, master, or other person importing such servants or passengers, and to examine on oath or affirmation, the said master, merchant, or other person importing such servants or passengers, and all other persons who may be supposed to have any knowledge of the character or circumstances of such servants or passengers, and thereupon shall grant the master, merchant, or owner, or other person having the charge or care of any servants or passengers so imported or brought in, a certificate containing the names of such whom the said collector shall judge fit to be landed, or disposed of as servants, and do not appear to him to have been formerly convicted of any of the crimes mentioned in this act, or such as do not appear to be such infants, lunatic, maimed, aged, impotent, or vagrant persons, as he or they shall judge likely to be chargeable to the inhabitants of this government; for which examination, certificate and permit, there shall be paid, where such importation is made, the sum of six pence for every person so imported; and there shall likewise be paid to the collector aforesaid, for each bond he shall take in pursuance of any thing required to be done by virtue of this act, the sum of two shillings and six pence.*

* This clause being thought rather derogatory to the freedom of persons of good rank and circumstances, it was repealed by the second section of an act, passed on the 7th May, 1797, as to all who could prove by certificate under the hand of the master, merchant or owner of the vessel in which such persons were imported, that they had paid their passage money, or were not indebted to the master, merchant or owner, and a penalty of £5 imposed on exacting the duty. But by a subsequent act, the duty is revived, and six cents made payable by the master of the vessel to the visiting physician, under that statute, for each passenger so imported, to be appropriated to the use of the poor.

If, after such examination taken, and certificate granted as aforesaid, it appear that any of the said persons so landed or imported, are convicts, the master, merchant, or other person who imported such, shall be liable to pay the same duty, and give the same security, as if no examination had taken place, or certificate been granted.

If any person shall be imported, or brought into, or landed within this government, contrary to this act, the master of the vessel, merchant or other person so importing, shall, for each person so imported, brought in, or landed, forfeit and pay the sum of £10, to be appropriated as aforesaid, and recovered by any person who shall sue for the same, in any court of record within this government, by bill, plaint or information, wherein no esson, protection, or wager of law shall be allowed.

PENNSYLVANIA.

The legislature of Pennsylvania has ordained that no captain or master of any vessel, or any other person or persons, shall knowingly or willingly import, bring, or send, or cause, or procure to be imported, brought or sent, or be aiding or assisting therein, into this commonwealth, by land or water, any felon, convict, or person under sentence of death, or any other legal disability, incurred by a criminal prosecution, or who shall be delivered or sent to him or her from any prison or place of confinement, in any place out of the United States.

Every captain or master of a vessel, or any other person, who shall so as aforesaid import, bring or send, or cause, or procure to be imported, brought or sent, or be aiding and assisting therein, into this commonwealth, by land or water, or who shall, as factor or agent of the person or persons so offending, or as consignee, sell or offer for sale any such person as above described, knowing him or her so to be, shall suffer three months imprisonment, without bail or mainprize, and shall forfeit and pay, over and beyond the costs of prosecution, for every person so brought, imported or sent, or caused, or procured so to be, or sold, or offered for sale, fifty pounds lawful money of Pennsylvania, one half thereof to the commonwealth, and the other half to him or her who shall sue or prosecute for the same; and which penalty shall be recovered by action of debt or information, in any court of record; and the defendant or person sued, or impleaded therefor, shall be ruled to give special bail, in like manner, and under the same rules, as is usual in actions of debt founded on contract.

Every person who shall offend against this act, or any thing herein contained, shall, on conviction thereof, be adjudged and ordered to enter into a recognizance, with sufficient sureties, to convey and transport, within such reasonable time as shall be ordered and directed by the court, to some place or places without the bounds, limits and jurisdiction of the United States, every such felon, convict, or other person of the description aforesaid, which he or she shall have been convicted of having brought, imported or sent, or having been aiding or assisting therein, into this commonwealth, against the true intent and meaning of this act, or of having so as aforesaid sold, or offered for sale; and in default of entering into such recognizance, with such sureties as aforesaid, or until he or she shall cause every such person so as aforesaid by him or her imported, brought or sent, or caused or procured to have been imported, brought or sent, or that he or she shall have been aiding or assisting in the importing, bringing or sending into this commonwealth, against the true intent and meaning of this act, or that he or she shall have been convicted of having so as aforesaid sold or offered for sale.

MARYLAND.

The State of Maryland has thought proper to continue similar restrictions. It is there enacted, that every person intending to depart this State shall first give notice of his intended departure, by setting up his name at the Secretary's office of this province, and also at the door of the court-house of the county where such person resides at the time of setting up his name, for the full space of three months, within which time, if no person shall underwrite the said person so setting up his name, it shall be lawful for the governor, keeper of the great seal, or secretary of this State for the time being, (upon certificate thereof from the clerk of the provincial court, and the clerk of the county where such name shall be set up as aforesaid) to sign a pass to such person to depart this State, for which the party shall pay to the secretary for signing the same, the sum of 2s. and 6d. and to the clerks of the provincial and county courts, 12d. each. If any person, on any sudden or emergent occasion is necessitated to depart this province, not having set up his name as aforesaid, then such person giving good and sufficient security to the governor, keeper of the great seal, or secretary, to discharge and pay all debts, dues and demands whatsoever, due, owing or demandable from the said person to any of the inhabitants of the said State, may have a pass, containing a certificate of such security given, for which he shall pay the same fee as aforesaid.

Masters of ships or other persons, who shall transport or convey out of this province, by land or water, any person indebted to any inhabitant thereof, without such pass, shall be liable for all the debts and engagements of such person, due within this province, except the same be otherwise satisfied, or that the transporter or conveyor away of such person, procure his return within one month after, whereby he may be liable to justice here.

Every such person as aforesaid, who shall transport or convey out of this State, any servant, whether a servant by condition, for wages, indenture, or custom of the country, shall be liable to pay and satisfy to the master or owner of such servant, all such damages as shall be made appear to be justly due, for the want of such servant, as the court before whom such cause shall be tried, shall think fit.

Persons enticing, transporting, or secretly carrying or sending away apprentices, servants or slaves, belonging to inhabitants of this State, to forfeit and pay to the employer or owners, treble damages and costs, to be adjudged by the justices of each respective county court, or the justices of the provincial court, for the time of such apprentices, servants, or slaves, being transported or carried away as aforesaid.

If any person conceal, harbour, or in any way promote or facilitate the running away of apprentices, he shall be subject to the same fines and penalties as the harbourers of servants now are by the laws of this state.

To prevent masters of vessels affording shelter to servants or slaves when absenting themselves from their lawful service, the legislature enacted, that no master of a vessel coming into this state, or entering to trade therein, shall suffer any slaves or servants to frequent his vessel, or come on board, or conceal such on board the same, or any other vessel, on penalty for paying, for every hour the act shall be violated, 20s. current money, to be recovered in a summary way before one justice of the peace, with costs.

VIRGINIA.

By a law of the commonwealth of Virginia, it is enacted, that no master of a ship or other vessel shall transport or carry any person whatsoever out of the commonwealth, unless such person shall first have published for six weeks.

successively in the Virginia Gazette, his or her resolution to depart therefrom, under the penalty of answering and paying every debt and duty such person at his or her departure out of the commonwealth shall owe, or stand bound for to the commonwealth, or to any citizen thereof, by judgment, bond, bill, covenant, account, or by any other ways or means whatsoever, to be recovered against such master by action of debt, in any court of record within the commonwealth.

Every master of every ship or other vessel offending herein, shall be liable to be sued at any time for any debt due or owing from the person so transported. And whensoever any such action or suit shall be brought against him, the court wherein the same shall be depending, may rule the defendant to give special bail, and the clerk shall endorse on the writ that appearance bail is required:—*Provided*, the plaintiff shall make affidavit before a magistrate of the cause of action, which shall be transmitted to the clerk of the court.

By another law of Virginia, it is enacted, That no captain or master of any vessel, or any other person, coming into the commonwealth, by land or by water, shall import or bring with him any person who shall have been a felon, convict, or under sentence of death, or any other legal disability incurred by a criminal prosecution, or who shall be delivered to him from any prison or place of confinement, in any place out of the United States.

Every captain or master of a vessel, or any other person, who shall presume to import or bring into the commonwealth, by land or by water, or shall sell, or offer for sale, any such person as above described, shall suffer 3 months imprisonment, without bail or mainprize, and forfeit and pay for every such person so brought and imported, or sold or offered for sale, the penalty of £50 current money of Virginia, one half to the commonwealth, and the other half to the person who shall give information thereof; which said penalty shall be recovered by action of debt or information, in which the defendant shall be ruled to give special bail.

Every master of vessel, or other person, who shall bring into the commonwealth, by water or by land, in any vessel, boat, land carriage, or otherwise, any free negro or mulatto, shall forfeit and pay for every such person, so brought, the penalty of £100 lawful money: one half to the commonwealth, and the other half to the person who shall inform thereof, to be recovered by action of debt or information, in any court of record, and the defendant in every such case shall be ruled to give special bail.

This act shall not extend to masters of vessels bringing into the State any free negro or mulatto employed on board, and belonging to such vessel, and who shall therewith depart, nor to any person travelling in the State, having any free negro or mulatto as a servant.

NORTH CAROLINA:

It is enacted, that the master of every vessel coming into this government, shall, within four days next after his arrival, and before he trade or land any goods, (living creatures excepted) enter into bond in the naval office, with one sufficient freeholder or merchant, in the sum of £500, that such master shall not carry off any person out of this State, without a ticket first had and obtained from the naval officer, and signed by the governor, or commander in chief, for the time being, (persons coming into this State in the same vessel; women whose husbands are resident in the country; persons under age, and sailors who have not resided in the government above two months, excepted); nor shall depart himself, without leave, under the penalty of £50, one third

to the Lord's proprietors, one third to the commander in chief, and the other third to the informer.

That the said bond shall be taken in the name of the governor, or commander in chief, for the time being, payable to himself, his heirs, successors or assigns, but to the use and in trust for such as appear to be injured by the said master's non-performance of the condition above expressed, and shall be assigned to any persons so injured, petitioning for the same, who may maintain an action thereon.

No ticket shall be granted to any person intending to export him or herself out of this government, (except as before excepted) until sufficient security be first given to the naval officer, for the payment of all such debts as the party so intending to depart shall be chargeable with, and for which, actions shall be commenced, within four months next after such security given; or, until certificate be first made to the naval officer by the clerk of the precinct court where the party shall reside, that he hath published his intentions to depart the government, by affixing a note to the court house door, publicly to be read by all persons during the sitting and continuance of the two courts next preceding such certificate, without being under written, or any demand made to hinder his or her departure.

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Quarantine.

BY an act of Congress respecting Quarantines and Health Laws, it is provided, That the quarantines and other restraints, which shall be required and established by the health laws of any State, or pursuant thereto, respecting any vessels arriving in, or bound to, any port or district thereof, whether from a foreign port or place, or from another district of the United States, shall be duly observed by the collectors, and all other officers of the revenue of the United States, appointed and employed for the several collection districts of such states respectively, and by the masters and crews of the several revenue cutters, and by the military officers who shall command in any fort or station upon the sea coast; and all such officers of the United States shall be, and they hereby are, authorized and required, faithfully to aid in the execution of such quarantines and health laws, according to their respective powers and precincts, and as they shall be directed from time to time by the Secretary of the Treasury of the United States. And the said Secretary shall be, and he is hereby authorized, when a conformity to such quarantines and health laws shall require it, and in respect to vessels which shall be subject thereto, to prolong the terms limited for the entry of the same, and the report or entry of their cargoes, and to vary or dispense with any other regulations applicable to such reports or entries: *Provided*, that nothing herein shall enable any State to collect a duty of tonnage or impost, without the consent of the Congress of the United States thereto: *And provided*, that no part of the cargo of any vessel shall in any case, be taken out, or unladen therefrom, otherwise than as by law is allowed, or according to the regulations hereinafter established.—When by the health laws of any State, or by the regulations which shall be made pursuant thereto, any vessel arriving within a collection district of such State, shall be prohibited from coming to the port of entry or delivery by law established for such district, and it shall be required or permitted by such health laws, that the cargo of such vessel shall or may be unladen at some other place within or near to such district, the collector authorized therein, after due report to him of the whole of such cargo, may grant his special

warrant or permit for the unloading and discharge thereof, under the care of the surveyor, or of one or more inspectors, at some other place where such health laws shall permit, and upon the conditions and restrictions which shall be directed by the Secretary of the Treasury, or which such collector may, for the time, reasonably judge expedient for the security of the public revenue; *Provided*, that in every such case, all the articles of the cargo so to be unladen, shall be deposited, at the risk of the parties concerned therein, in such public or other ware houses or inclosures, as the collector shall designate, there to remain under the joint custody of such collector, and of the owner or owners, or master, or other person having charge of such vessel, until the same shall be entirely unladen or discharged, and until the goods, wares, or merchandize which shall be so deposited, may be safely removed, without contravening such health laws; and when such removal may be allowed, the collector having charge of such goods, wares, or merchandize, may grant permits to the respective owners or consignees, their factors or agents, to receive all goods, wares, or merchandize, which shall be entered, and whereof the duties accruing shall be paid or secured, according to law, upon the payment by them of a reasonable rate of storage; which shall be fixed by the Secretary of the Treasury for all public ware houses and enclosures.

There shall be purchased or erected, under the orders of the President of the United States, suitable ware houses, with wharves and enclosures where goods and merchandize may be unladen and deposited, from any vessel which shall be subject to a quarantine, or other restraint, pursuant to the health laws of any State as aforesaid, at such convenient place or places therein, as the safety of the public revenue, and the observance of such health laws may require.

When by the prevalence of any contagious or epidemical disease, in or near the place by law established, as the port of entry for any collection district, it shall become dangerous or inconvenient for the collector and the other officers of the revenue employed therein, to continue the discharge of their respective offices at such port, the Secretary, or in his absence, the Comptroller of the Treasury of the United States, may direct and authorize the removal of the collector, and the other officers employed in his department, from such port, to any other more convenient place, within, or as near as may be to such collection district, where such collector and officers may exercise the same authorities, and shall be liable to the same duties, according to existing circumstances, as in such lawful port or district; and of such removal, public notice shall be given as soon as may be.

[As the above law of the United States refers to the several health laws of the different States, the Editor has therefore taken great pains to procure copies of them, part of which he has obtained. These laws being from their subject liable to frequent alterations, he cannot vouch for the authenticity of the following abstract; it is, however, as accurate as the nature of the subject will admit of. It is probable that masters of vessels will be furnished with copies of the health laws by the proper officer of the port immediately on their arrival.]

NEW-HAMPSHIRE.

BY a law of this state it is provided, that whenever any ship, or other vessel, shall arrive in any port in the State, having any person on board, infected with the plague, small-pox, pestilential or malignant fever, or shall have been so infected during the voyage, or having on board any goods which may reasonably be apprehended to have any infection of such diseases, it shall be the duty of the master or commander of such ship or vessel to give immediate notice

formation thereof to the selectmen of Portsmouth, and it shall be the duty of the selectmen of Portsmouth, upon information of the arrival of such ship or vessel, and they are hereby empowered immediately to take such prudential methods and precautions as to them appear necessary, to prevent the spreading such infection, and may order and appoint the distance at which such ship or vessel shall lie from the shore, and shall have power to remove the same at the expense of the owner or master, if the master or commander shall refuse or neglect to remove, after receiving from said selectmen an order therefor; and the said selectmen are hereby further empowered to forbid or prevent any person coming on shore from such ship or vessel, or any goods being landed from the same, until such precautions be taken as the public safety may to them appear to require. And if the commanding officer of any such ship or vessel shall suffer any person or thing to be put on shore without permission first obtained therefor, under the hands of the said selectmen, or a major part of them, he shall forfeit and pay the sum of 400 dollars.

If any person come on shore from any such ship or vessel without such liberty, any justice of the peace may cause such person to be confined in such proper place as the selectmen aforesaid may appoint, for a term of time not exceeding 30 days, at his own expense, to be recovered by them, by action of debt, in any court proper to try the same.

The said selectmen shall have full power to seize and keep any goods landed from such vessel, without such leave, until they shall cause the same to be cleansed at the expense of the owner of such goods—and if the owner neglect to pay such expense, the selectmen shall have power to sell so much of the goods as will defray the reasonable charges of seizing, keeping, and cleansing the same.

If any person or persons, seamen or passengers, belonging to, or on board any vessel arriving at any port or harbour within the State, shall be infected with the plague, small-pox, pestilential or malignant fever, during the voyage, the commander of such ship or vessel, shall, immediately on his entrance into such port or harbour, cause his vessel to be anchored, and give information thereof to the commanding officer of Fort William and Mary, if the vessel happens to be in Portsmouth harbour, or in case of the vessel's being in any other port, to the nearest field officer of the militia, whose business it shall be immediately to notify the president, or in his absence, two of the council, and receive their directions. And if the commanding officer shall suffer any person or thing to be landed, or set on shore out of said vessel, without permission obtained either from the president, or in his absence, from two of the council, he shall forfeit and pay the sum of one hundred pounds. And if any person who may come in such vessel, either as seaman or passenger, shall presume to come on shore before license is obtained as aforesaid, he shall forfeit the sum of fifty pounds.

By another law of New-Hampshire it is enacted, that whenever any ship or vessel shall arrive at the port or harbour of Portsmouth, after the 15th day of May, and before the 1st day of November in any year, from any country, place or port, subject to the yellow fever, or any malignant, pestilential or contagious disorder, or where the yellow fever, or any malignant contagious disorder is usually or often prevalent, it shall be the duty of the health officers, or any one of them, immediately to examine into the state and circumstances of such ship or vessel, and if it shall be the opinion of said health officers, or any two of them, that such ship or vessel, her cargo, or any person on board of the same, is infected with any such malignant contagious disorder, and that her coming to, or remaining at, or near any of the wharves, or compact parts of said town, would be injurious or dangerous to the health of said inhabitants, it shall be the duty of said health officers, or some two of them, by a

writing under their hands, to order and direct the owner or owners, master or commanding officer of such ship or vessel, to remove such ship or vessel to some place of safety, not exceeding three miles distance from said town, in such order to be specified, there to remain to cleanse and purify such ship or vessel and her cargo, for such a term and space of time, not exceeding thirty days, as shall be limited and specified in such order—and in case the owner or owners, master or commanding officer of any such ship or vessel, shall disobey or neglect to perform and comply with such order, or shall move or bring such ship or vessel, or any part of her cargo, or any article on board such ship or vessel, or permit, or suffer the same to be moved or brought on shore before the expiration of the time limited and specified in such order, without having previously obtained permission in writing to do the same from two of said health officers, or from a majority of the selectmen of said town, such owner or owners, master or commanding officer, so offending, shall forfeit and pay to said town a sum not exceeding 2000 dollars, which may be recovered with costs in an action in the name of said town, to be prosecuted by said health officers, in any court proper to try the same; and if the owner or owners, master or commanding officer, of any such ship or vessel, shall neglect to remove the same, agreeable to such order, or having removed the same shall again before the expiration of the time limited and specified in such order, bring such ship or vessel, or cause the same to be brought to or near any wharf in said town, or near any compact parts of said town, without having previously obtained such permission therefor, as is herein above provided, the said health officers, or some two of them, taking with them sufficient assistance, shall remove such ship or vessel to the place specified in said order, there to remain at the risk of the owner or owners, until the expiration of the time in such order limited and specified—and the expense of removing such ship or vessel and keeping the same, may be recovered against such owner or owners, master or commanding officer, with double costs, in the same way and manner as is provided for recovering the expense of removing or destroying nuisances and putrid substance or matter.

MASSACHUSETTS.

BY a law of the Commonwealth of Massachusetts, to prevent the spreading of contagious sickness, it is enacted that enquiry shall be made by the officer or other person on duty at the castle in the harbour of Boston, of every vessel coming from sea, and passing by the said castle, whether any infectious sickness be on board, or has been on board, since such vessel left the port from whence she last came; and if any such vessel has any sickness on board, or has had any on board, since her leaving such port, in such case, orders shall be given by said officer, or other person on duty, to the master or commander of such vessel, immediately to anchor, and to remain at anchor until a certificate shall be obtained from the major part of the selectmen of the town of Boston, that they are of opinion such vessel may come up to the town without danger to the inhabitants, or until the said master or commander shall receive orders from the said selectmen to anchor his vessel near the hospital on Rainsford's island, in the harbour of Boston. And in case any master or commander of a vessel shall by himself or the people on board, make false answer, when enquired of as aforesaid, by the officer or other person on duty as aforesaid, or after orders are given as aforesaid, shall neglect or refuse to anchor near the castle as aforesaid, or come on shore, or suffer any passenger, or other person belonging to the vessel, to come on shore, or any goods to be taken out before the vessel shall have anchored, or without liberty from the selectmen as aforesaid; or in case any master or commander of a vessel, ordered to anchor near

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the hospital aforesaid, shall neglect or refuse so to do; in every such case, every master or commander so offending, shall forfeit and pay for each offence, the sum of 400 dollars, or suffer six months imprisonment.

Upon application made to the selectmen of the town of Boston, by any master or commander of any vessel at anchor near the hospital as aforesaid, the said selectmen are hereby empowered to permit such passengers, goods, or landing, as they shall judge free from infection, to come on shore, or to be taken out and disposed of as the owners shall see fit; and such passengers and goods as shall not be permitted as aforesaid, shall remain on board or be landed on said island; and if any master or commander of any such vessel, for the time being, shall come on shore, or suffer any of his people or passengers to come on shore, or any boat to come on board, or suffer any goods to be taken out of his vessel, unless permitted as aforesaid, or shall come up to said town, with his vessel, until by a certificate under the hands of the said selectmen, or a major part of them, it shall appear that said vessel, company and goods are clear of infection, and the orders for stopping the same be removed, or taken off, he shall, for every such offence, forfeit the sum of 200 dollars; and in case he be not able to pay that sum, he shall suffer three months imprisonment; and if any sailors or passengers, coming in said vessel, shall, without the knowledge or consent of the master or commander, presume to come on shore, or up above the castle aforesaid, or if any person shall knowingly presume to go on board from shore, or go to the aforesaid house or island in time of infection there, without leave as aforesaid; or if any person put sick into the said house or sent there on suspicion of being infected, shall presume to go off the said island without leave as aforesaid, any person offending in any of the particulars above mentioned, shall forfeit the sum of 200 dollars; and in case such person be not able to pay such forfeiture, he shall suffer two months imprisonment.

Whenever any ship or vessel wherein any infection or infectious sickness hath lately been, shall come to any harbour within the state, or whenever any person or persons belonging to, or that may either by sea or land come into any town or place near the public hospital aforesaid, shall be visited, or shall lately before have been visited with any infectious sickness, two of the justices of the peace or selectmen of such place, be, and hereby are empowered immediately to order the said vessel and sick persons to the said hospital, there to be taken care of according to the directions of this act; and where any such ship, vessel, or persons, cannot, without great inconvenience and damage, be ordered to the aforesaid hospital, in any such case the rules and directions are to be observed which are provided in the first enacting clause of the act; and in case the master or mariners of any vessel ordered to the hospital as aforesaid, shall refuse or delay for the space of six hours, after such orders being given to said master, or either of the owners of said vessel, or of the factors, or either of the said owners of the goods, to come to sail, if wind and weather permit, in order to proceed to said hospital, such master so refusing, shall forfeit and pay the sum of 400 dollars; and each mariner, so refusing, the sum of 100 dollars; and in case they be not able to pay said sums, they shall suffer six months imprisonment.

If any master, seaman or passenger, belonging to any vessel, on board which any infection is, or may have lately been, or suspected to have been, or which may have come from any port where any infectious mortal distemper prevails, shall refuse to make answer on oath to such questions as may be asked him or them relating to such infection, by the selectmen of the town to which such vessel may come, (which oath the said selectmen are hereby empowered to administer) such master, seaman, or passenger, so refusing, shall forfeit the

sum of 200 dollars; and in case he be not able to pay said sum, he shall suffer six months imprisonment.

And the selectmen of Boston are hereby authorised and directed to provide nurses, assistance and necessities, for the comfort and relief of such sick persons as may be sent to said hospital as aforesaid; the charge thereof to be borne by the said persons themselves, if able; or if poor and unable, by the towns to which they respectively belong; or if not inhabitants of any particular town, or other place within this state, then by the commonwealth.

Whenever any vessel shall arrive at any port, other than Boston, within the commonwealth, having on board any person visited with the plague, small-pox, malignant fever, or any other pestilential disease, the master, commander, or pilot thereof, shall not bring such vessel up near the town of the port where she first arrives, until liberty be first granted in writing by the selectmen thereof; but they may bring such vessel to an anchor in such place below the town, as will be most for the safety of the inhabitants thereof, and the preservation of the vessel and the people on board, there to wait for orders from the selectmen of such town before any passenger or person belonging to or any thing on board the same be brought on shore; and any master or commander of such vessel who shall be found guilty of a breach of the law contained in this section, shall forfeit and pay a fine of 200 dollars for every such offence, upon conviction thereof before any court proper to try the same; and any pilot who may go on board any such vessel, and pilot the same up to the town without liberty first had and obtained from the selectmen thereof as aforesaid, shall forfeit and pay a fine of 50 dollars for every such offence.

RHODE-ISLAND.

NO master or commander of any ship or other vessel, who shall come into any port or harbour of the state, and shall have any person or persons on board sick of the small-pox, or any other contagious distemper, or who has had any person sick of such distemper in the passage, or who shall come from any port or place usually infected with the small-pox, or where any other contagious distemper is prevalent, shall presume to bring such vessel to anchor in any of the ports of the state within the distance of one mile of any public ferry, pier or landing place, or permit or suffer any person or persons on board such vessel to be landed, or any person to come on board such vessel without a license first had and obtained from the governor or lieutenant-governor, or, in their absence, from one or more of the assistants of the state, or, in his or their absence, from two or more justices of the peace or wardens of such town where such vessel shall arrive, on the penalty of forfeiting 400 dollars to and for the use of the state, to be recovered by the general treasurer, by action of debt, in any court of common pleas. And it shall be the duty of such master or commander, on his first arrival in any port in the state, to hoist and keep his colours in the shrouds of his ship or vessel, as a signal of having come from such infected place, or having infection on board.

If any person or persons whosoever shall presume to land or come on shore from on board such vessel without license first had and obtained as aforesaid, it shall be lawful for any assistant, justice of the peace or warden, to send back such offender or offenders immediately on board such vessel, or confine him or them on shore, in such convenient place as to him shall appear most effectual to prevent the spreading of any infection, until the town-council of such town shall have information and opportunity to remove said offender or offenders, as they are hereafter empowered and directed; and the person or persons so offending shall satisfy and pay all charge that shall arise thereon, and also each of them shall forfeit 40 dollars, to be recovered in manner as aforesaid; and

said sum, he shall suf-

and directed to provide relief of such sick persons charge thereof to be poor and unable, by the inhabitants of any particular commonwealth.

than Boston, within the with the plague, smallpox, the master, commander the town of the port in writing by the select anchor in such place inhabitants thereof, and there to wait for orders or person belonging to and any master or commander of the law 400 dollars for every such person to try the same; and pilot the same up to the selectmen thereof at every such offence.

vessel, who shall come in any person or persons on distemper, or who has or who shall come from or where any other consuch vessel to anchor in a mile of any public ferry or persons on board and such vessel without lieutenant-governor, or the state, or, in his or wardens of such town 400 dollars to and treasurer, by action of the duty of such master state, to hoist and keep al of having come from

land or come on shore obtained as aforesaid, or warden, to send back vessel, or confine him or appear most effectual n-council of such town offender or offenders, the person or persons so thereon, and also each ner as aforesaid; and

If the offender or offenders shall not have sufficient estate to pay the same, he or they shall be confined and subjected to hard labour for a term not exceeding two months.

The governor, lieutenant-governor, assistants, justices and wardens as aforesaid, be, and they are hereby empowered and directed, to send a physician or other suitable person to examine into, and make report to him or them respectively, of the true state of such vessel, and the people on board, at the charge of the master or commander of such vessel.

The town-council of the town where such vessel shall arrive, be, and they are hereby empowered and directed, forthwith to put on board such vessel some suitable person or persons to secure said vessel, and effectually prevent any communication therewith, at the expense of the owners.

The town-council of such town be, and they are hereby empowered and directed, to confine on board said vessel, or send to some hospital, or other suitable place, all persons, mariners or passengers, or others, who came in said vessel, for a convenient time, until such of them as have, or are liable to have, the small-pox or other infectious distemper, are perfectly recovered and cleansed from said distemper, or have passed a suitable quarantine; and also, all other persons who have gone on board such vessel without license as aforesaid, at the charge and expense of such persons respectively; and also all other persons that came in said vessel, until they have been sufficiently aired and cleansed.

The town council of the town where such vessel arrives, be, and they are hereby empowered and directed, to appoint two suitable persons to take effectual care that all goods, wares and merchandize imported in such vessel, which they think liable to hold and communicate the infection, be landed on some of the islands in the Narragansett bay, and exposed to the sun and air, and cleansed, not exceeding ten days, nor under six days, before they are permitted to be brought into any house, shop or warehouse, other than where they are cleansed as aforesaid; and when such goods are sufficiently aired and cleansed, such persons shall give the owners or possessors thereof a certificate, and the town-council shall allow and order said goods, wares and merchandize, to be delivered to the owner or owners thereof; and the charge and expense of landing, airing and cleansing such goods, wares and merchandize, shall be borne by the respective owner or owners; and all goods that are judged by the town-council not to be infected shall be delivered to the owner or owners, without delay and expense, of airing, as soon as may be consistent with the safety of the town in regard to the other parts of the cargo.

All goods imported in such vessels as aforesaid, that shall be clandestinely landed, or brought into any house, shop or warehouse, without a certificate and allowance as aforesaid, and not cleansed or aired by order of the town council as aforesaid, shall be forfeited, one third to and for the use of the state, and the other two thirds to him or them who shall inform and sue for the same, in the court of common pleas in the county where such offence shall be committed. And all assistants, justices and wardens, are hereby empowered and required, upon information given them, so seize and secure all such goods, wares and merchandize, in their respective jurisdictions, until legal trial.

The town councils of the respective towns be, and they are hereby empowered and directed, to fix, settle and adjust, all wages and charges demanded by persons employed by them to secure such vessel, or to air and cleanse such goods, or to attend upon and nurse such persons as aforesaid.

For the better securing of the payment of what charges may arise on the nursing or attendance upon any sailor or mariner belonging to such vessel as aforesaid, the master thereof is hereby required to stop payment of the wages due to such mariner until certified from the town council that such charges

are fully satisfied and paid, on penalty of paying the same, so far as the amount of the wages so paid by him.

CONNECTICUT.

BY a law of the state of Connecticut, it is enacted, that if any person or persons, seamen or passengers belonging to or transported in any ship or vessel, arriving at any port or harbour within the State, happen to be visited with the small-pox, or other contagious sickness during the voyage, or come from any place where such sickness prevails and is common, it shall be in the power of the selectmen of the town to order such person or persons to confinement in such vessel and such place as they shall think proper, and for so long a time as they shall think most convenient and safe; and if need so require, upon their application to one assistant or justice of the peace, or more, if readily to be come at, he or they may, and are hereby authorized to make out a warrant to the sheriff or constable aforesaid; or in want of such officers, or for any other special reason, to some other suitable person (who is accordingly hereby empowered with the same authorities, and required upon the same penalties as the proper officers are invested with are liable to) both for the remanding such persons on board again, and confining them to the places assigned them on board or on the shore; and also for preventing persons coming to, or going from them contrary to the orders given.

Whenever any person or persons, shall come into any town in the state either by land or water, from any place where the small-pox or other contagious disease is, or hath been lately prevalent, or, whenever the selectmen of any town shall suspect that any person in their town hath come from such place, or is infected with, or hath been exposed to the small pox, or such other disease, or that any goods, wares or merchandize on board any ship or vessel, arriving in such town, if landed, would be likely to communicate the small pox or such other disease, it shall be lawful for the selectmen of such town, or such person or persons as they shall appoint, the health officer or officers thereof, to require such person or persons, so coming or suspected, to disclose on oath, whether he or they have come from such place, or are infected with, or have been exposed to the small pox, or such other disease, as also his or their whole knowledge concerning such goods, wares and merchandize, and for that purpose to administer an oath or oaths to such person or persons, or enter on board any such ship or vessel; and in case any such person or persons shall, when required, refuse to suffer such selectmen or health officer or officers, to enter into such ship or vessel, or shall refuse to disclose on oath as aforesaid, said selectmen shall, without further proof, have the same authority to order, and effect the confinement of such person or persons, so refusing as is provided in the preceding paragraph of this act relative to persons suspected to have the small pox or other disease. And if such selectmen shall, on examination, be of opinion that such goods, wares, and merchandize, or any part thereof, if landed, would expose the inhabitants to the small pox or other contagious disease, it shall be the duty of such selectmen (with the advice of the civil authority of such town) to secure the same on board such ship or vessel, and prevent the landing thereof until they shall be suitably aired and cleansed, in such manner as such selectmen shall order and direct.

In case any person or persons shall land or unlade in any town in the state, from any ship or vessel, any clothing or bedding which hath been used by any person or persons infected with the small pox, or such other disease (without the consent of the selectmen of such town) knowing the same to have been used as aforesaid, he, she or they shall forfeit to the treasurer of such town, 100 dollars, to be recovered by bill, plaint or information.

When any person in any vessel, in any harbour or road within the state, shall be taken sick, and do fear and suspect it to be the small pox, or other contagious sickness as aforesaid, it shall be the duty of the master of the vessel, immediately to put forth a signal, to wit, a white cloth, two feet square, shall be hoisted on the shrouds of said vessel, which signal shall be so continued till by order of a justice of the peace or the selectmen of the town, they shall be discharged therefrom. And on failure thereof, the master of such vessel, on conviction thereof before the county court in the county where such omission shall be, shall incur such penalty as the said court shall judge proper, not exceeding 40 dollars.

If any person shall bring into any town in the state, either by land or water, from any place infected with the small pox, or any other mortal or contagious disease, any goods, wares or merchandize, and land them, or expose them to sale, without liberty from two or more of the selectmen of said town first had and obtained in writing under their hands, such persons shall forfeit the sum of 67 dollars, one half of said penalty to the informer who shall prosecute the same to effect, the other half to the treasurer of the town in which such goods are landed or exposed to sale.

It shall be the duty of the selectmen, upon application to them made, to make speedy examination whether it be necessary to air such goods, wares or merchandize, brought in as aforesaid; and if they judge it not necessary to air them, they shall then give a certificate to the person or persons applying therefor, and liberty to land and sell the same. And whensoever any goods, wares or merchandize, brought in as aforesaid, and are suitably aired, said selectmen shall give a certificate thereof to the person whose goods, wares or merchandize are thus aired, with liberty to land or sell the same accordingly.

When it shall happen, that any ship or vessel shall come from any place where the small pox, or other contagious sickness is prevalent, it shall be the duty of the master of such ship or vessel, and in case of the inability of the master, it shall be the duty of the next officer successively upon their arrival in any harbour, road or creek in the state, forthwith to give information to one or more of the selectmen of such town where such vessel shall first arrive, from whence they came, and the true circumstances of the people and cargo on board. And whatever master, or other officer on board such vessel, shall, for the space of twelve hours after his arrival, as aforesaid, neglect to give information as aforesaid, or shall neglect to wait for and punctually obey such orders as shall be given in such case according to law, or shall suffer any of the people belonging to such ship or vessel to go on shore (except to give information as aforesaid) shall forfeit to the treasurer of such town where such offence shall be committed, the sum of 167 dollars, to be recovered by bill, plaint or information in any court proper to try the same.

If any passenger or other person on board such vessel shall presume to go on shore from any such vessel (except as before excepted, before information as aforesaid has been given, and order thereon made) such person shall incur upon himself a fine of 33 dollars and 34 cents, to be recovered as aforesaid.

When any soldier, sailor, or marine, belonging to the army or navy of the United States, who is not an inhabitant of this State, shall become sick in any town within this state, under such circumstances that he cannot be removed, and unable to provide things necessary for his support, or procure the same from some hospital or person employed in the hospital or medical department of the United States, it shall be the duty of the selectmen of such town to provide the necessaries for the support and relief of such soldier, sailor, or marine, in his sickness, and the reasonable expenses thereof properly authenticated, being laid before the governor and council, with the name of such soldier, sailor, or marine, the company, regiment, ship or other vessel, and state to

which he belonged, they are hereby authorized to order payment of the amount of such expense, or so much of it as shall be by them allowed, and charge the same to the account of the United States.

NEW-YORK.

BY a law of the state of New-York, to prevent the spreading of contagious sickness, it is enacted, that all vessels arriving in the port of New-York, from parts beyond the sea, having on board 40 passengers; all vessels arriving in the said port having on board a person sick with a fever, all vessels arriving in the said port, on board of which a person may, during the time such vessels were at the foreign port from which they last sailed, or during their passage from thence to the port of New-York, have died of a fever, and all vessels arriving in the said port from places where at the time of their departure an infectious disease prevailed, shall be subject to quarantine of course. It shall be lawful for the person administering the government of the state, from time to time, whenever and as he shall judge adviseable, to issue his proclamation declaring what other vessels to be described as coming from the countries, islands or ports therein to be mentioned, shall also be subject to quarantine. That it shall in like manner be lawful for him to issue his proclamation, assigning and limiting the places or spaces where all vessels subject to quarantine shall, on their arrival within the said port, be brought to anchor, and remain until they shall have been visited and examined by the health officer, and by him reported to some one of the commissioners to be free from infection. That all persons offending in the premises, shall be liable to be punished for as a misdemeanor by fine and imprisonment, in the discretion of the court having cognizance thereof; and moreover it shall be lawful for the said commissioners to cause any vessel subject to quarantine which before she shall have been so visited, examined and reported as aforesaid, shall be brought to anchor elsewhere within the said port of New-York; and all vessels, although not described in this act, or in such proclamation as above mentioned, as vessels subject to quarantine, having on board a person sick with a disease which in the judgment of the health officer there shall be reason to apprehend is infectious, or having on board articles which may be apprehended to contain infection, to be removed to, and brought to anchor within the said places or spaces so to be assigned and limited, and to cause all persons and articles which may have been landed to be arrested and seized, and to be returned on board such vessel, or removed to the lazaretto herein after mentioned.

The health officer shall without delay visit and examine all vessels subject to quarantine, and whenever he shall judge any such vessel free from infection, he shall so report her to some one of the said commissioners, and he shall be entitled to receive from the master of every vessel so to be visited by him, if coming from a foreign port, the sum of three pounds, and if coming from a port within the United States, the sum of 32 shillings, for his services therein; and the commissioners shall cause him at all times when he shall require it, to be furnished with a convenient boat, and with men sufficient to row the same; and to that end, if they shall deem it most convenient, it shall be lawful for them to contract with any person for that purpose. And in order that the said health officer may be enabled the better to perform the examination of vessels subject to quarantine, it shall be lawful for him to put all such questions to the persons on board any such vessel as shall be needful and proper to that end, and the persons to whom such questions shall be put shall respectively truly answer the same on oath, and which oath he is hereby authorized to administer accordingly; and every person swearing falsely in the premises

shall be considered as liable to the pains and penalties for wilful and corrupt perjury.

It shall be lawful for the person administering the government of the state to cause a building, suitable to serve for a lazaretto, the expense whereof, exclusive of the monies to be expended for the purchase of lands, if any shall be purchased, not to exceed the sum of 2000 pounds, to be erected on Nutten island, or on other lands which may be deemed more eligible, and which other lands he is hereby authorized to purchase for the people of this state, for the reception of persons and articles arriving in a vessel subject to quarantine, and by the health officer, or the said commissioners, ordered or permitted to be removed from on board such vessel, and for the reception of all persons within the said city, sick with an infectious disease, and whom it may be necessary to have removed to such lazaretto.

The said health officer shall be physician to the said lazaretto, and the commissioners of the health office shall in other respects have the superintendence thereof, and employ mates, nurses, and attendants, and provide bedding, clothing, fuel, provisions, medicines, and such other matters as shall be requisite therein; and it shall be lawful for them to make reasonable and prudent needful rules and orders for the government and management thereof.

All persons removed to the said lazaretto shall be liable to pay a reasonable sum for their board, medicine and attendance therein; and if any of them, deemed to have sufficient means, shall refuse to pay such sum, the same shall be recovered from them by the said commissioners, by suit in their own name.

It shall be lawful for the said health officer, whenever he shall judge it necessary to prevent infection, to cause any bedding and cloathing, arriving in a vessel subject to quarantine, to be destroyed.

By another law, in addition to the above, it is provided that all coasting vessels coming from any place south of Cape May, although not subject to quarantine, of course shall be liable to examination, if the health officer shall deem it expedient, by some fit person to be by him deputed, who shall have such reasonable compensation for his services, and paid by the commissioners, as they shall deem right. And that quarantine shall in all cases continue as many days as the commissioners shall deem necessary. And that no vessel hereafter arriving at the port of New-York otherwise, and subject to quarantine, of course shall be exempted from such quarantine, by reason of having previously touched or entered at any port within the United States, unless such vessel shall have remained in such port for the space of ten days.

By an act of the assembly of New-York, passed April 7th, 1800, it is enacted, that whenever a vessel shall arrive at the anchoring place for vessels at quarantine, from a place where a malignant or pestilential fever prevailed, or if during her voyage any person has died or been sick on board with such fever, the master or owner shall forthwith, upon the requisition and under the direction of the health officer, whose duty it shall be to make such requisition, cause such vessel to be unloaded, cleansed and purified, and that until then no permit shall be granted for her to proceed to the city of New-York; and every master and owner neglecting or refusing to comply with such requisition of the health officer, shall be considered guilty of misdemeanor, and upon conviction thereof, shall be fined in a sum not exceeding 500 dollars, or be imprisoned for a time not exceeding six calendar months by any court having cognizance thereof.

Whenever any vessel shall arrive at the quarantine ground between the first day of June and the first day of October, in any one year, from a place to the southward of Sandy-Hook, the master or person having the charge of such vessel shall forthwith, upon the requisition of the health officer, cause all the wearing apparel, bedding, and every other thing on board, likely in the opinion

of the officers, to communicate infection, to be landed for the purpose of being cleansed with water, or otherwise purified, under the direction of the commissioners of the health office, by persons to be employed by them: during which cleansing they shall, if necessary, furnish any indigent person with change of apparel, at the expense of the health office, the same to be afterwards returned to the said commissioners to employ persons to cleanse and purify any part of the cargo of any vessel: And that until such requisition shall be complied with, no vessel shall have a permit to proceed to the city of New-York: and that any master or person having charge of a vessel so circumstanced, neglecting or refusing to comply with such requisition, shall be considered guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding *two hundred dollars*, or be imprisoned for a time not exceeding three calendar months, by any court having cognizance thereof.

No cotton or hides, damaged coffee or damaged peltry, shall be brought into the city of New-York between the first day of June and the first day of November, in any one year, and no coffee or peltry whatever within the period aforesaid, unless authorized by said commissioners of the health office, after having been examined; and if any of the articles aforesaid shall be brought into the city, in violation of this act, it shall be the duty of said commissioners to seize and sell the same, and to apply the net proceed thereof to the use of the health office.

The commissioners of the health office, or either of them, are hereby authorized and required to demand and receive from the captain or commander of every vessel which shall hereafter enter the port of New-York, from any foreign port the following sums, viz. for each captain or commander, *one dollar and fifty cents*; for each cabin passenger, *one dollar and fifty cents*; for each steerage passenger, *seventy-five cents*; and for each mate, sailor, or mariner, *seventy-five cents*; which several sums are demandable of the captain or commander of every such vessel, and on payment thereof every such captain or commander shall and may lawfully demand and receive from every such person on whose account, respectively, the same shall have been paid, the monies so paid.

PENNSYLVANIA.

By a law of Pennsylvania it is enacted, That all ships and vessels, as well vessels of war as merchant vessels, arriving at the lazaretto from any port or place in the Mediterranean, or the seas or waters connected with the same, to the eastward of the straits of Gibraltar, or from the coast of Africa without the straits of Gibraltar, and the territory of the same, and the ports of Africa other than the Cape of Good Hope, in the Indian ocean, and from the main land of North or South America, or the West-India Islands between the latitude of the river St. Mary, in Georgia, and the beginning of the latitude of thirty degrees south of the equator, and from Batavia in the island of Java, from the fifteenth day of May to the first day of October, shall there be detained at anchor, and discharge the whole of their cargoes and ballast, which, together with the vessels, bedding, clothing, and every article on board, which may be supposed capable of retaining infection, shall be perfectly cleansed and purified, under the direction of the resident physician and quarantine master.

All ships or vessels, as well vessels of war as merchant vessels, coming from any port or place within the United States, and bound to the port of Philadelphia, from the 15th day of May to the 1st day of October, and having on board any goods or merchandize, the growth or produce of any port or

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place mentioned in the first part of this extract, or any person or persons, bedding or cloathing, from any of the said ports or places, shall come to anchor opposite to the said lazaretto; and if the captain or master of such ship or vessel shall produce to the resident physician and quarantine master such satisfactory proof as the board of health shall, in that case, direct to be required, that the said goods or merchandize have been landed in the United States, and are free from damage, and that the said vessel, bedding, cloathing, and persons are free from the infection of any dangerous contagious disease whatever, then, and in that case, the said resident physician and quarantine master shall give to the captain or master of such ship or vessel, a certificate of the facts, permitting such ship or vessel to proceed to the city, which certificate the said captain or master shall present at the health office in Philadelphia within twenty-four hours after his arrival and safely mooring there; and if he shall neglect so to do, being thereof convicted upon an indictment under this act, by verdict, confession, or standing mute in any court of criminal jurisdiction within this commonwealth, he shall be sentenced to pay a fine of 200 dollars: and if the said captain or master shall fail to produce such satisfactory proof as aforesaid of the wholesome state of the said vessel, goods, merchandize, bedding, clothing and persons, the said vessel, goods, merchandize, bedding, clothing and persons, shall be detained at the lazaretto, and shall be proceeded with in the same manner, and subject to the same orders and regulations as is herein before provided and directed in the case of vessels coming direct from the aforesaid foreign ports and places, mentioned in the first part of this extract; and if the captain or master of any ship or vessel coming from any port or place within the United States, and bound to the port of Philadelphia, having on board any goods or merchandize, bedding, clothing or persons as aforesaid, shall refuse or neglect to come to anchor opposite the lazaretto, and shall pass the same with intent to proceed to the city, without examination and certificate obtained from the resident physician and quarantine master, as aforesaid, he shall, on conviction, forfeit and pay the sum of *five hundred dollars* for each and every offence; and, moreover, shall be sentenced to imprisonment at hard labour for any term not less than one nor more than five years, and the said vessel, goods, merchandize, bedding, clothing and persons shall be sent back to the lazaretto, there to be proceeded with in such manner as the board of health, agreeably to this act, shall, in that case devise and direct.

Any person or persons, and all goods, merchandize, bedding and clothing arriving at any port or place within the United States, from any port or place mentioned in the first part of this extract, are hereby prohibited from entering within the city or county of Philadelphia, from the 15th day of May to the 1st day of October, either by land or water, unless the said person or persons, goods, merchandize, bedding or cloathing shall have been landed in such port or place within the United States in a wholesome state, at least 30 days previous thereto, under the penalty of 500 dollars for each and every offence, together with the forfeiture of such goods, merchandize, bedding or clothing, one half to the benefit of the informer.

And if any master or captain shall, knowingly, receive or employ on board of his ship or vessel; or, if any house-keeper or other inhabitant of this commonwealth shall, knowingly, receive, harbour, or in any wise entertain any person so eloping or absenting from the lazaretto, without having previously obtained and producing a discharge as aforesaid, each and every master and captain, and each and every house-keeper, or inhabitant, so respectively offending, shall, on being thereof legally convicted, forfeit and pay a sum of 100 dollars; and moreover be sentenced to imprisonment and hard labour, for any term not less than one, nor more than five years.

If any person other than those detained at the lazaretto as aforesaid, shall go on board or along side of any ship or vessel whilst under quarantine as aforesaid; or, if any person not authorized by the proper officer, shall go within the limits of the lazaretto, such person or persons shall perform such quarantine as the board of health may direct; and, being thereof convicted upon indictment under this act, by verdict, confession, or standing mute in any court having criminal jurisdiction within this commonwealth, shall, moreover, be sentenced to, and suffer confinement at hard labour in the gaol of the county of Philadelphia for any space not less than one, nor more than three years.

VIRGINIA.

BY a law of the commonwealth of Virginia it is provided, That vessels, persons and merchandize, coming or brought into any place within the commonwealth, from any other part of the world, whence the governor, with advice of his council, shall judge it probable that any plague or other infectious disease may be brought; shall be obliged to make their quarantine in such place, during such time, and in such manner as shall be directed by the governor, by his order in council, notified by proclamation, to be published in the Virginia Gazette: And until they shall be discharged from the quarantine, no such persons or merchandize shall come or be brought on shore, or go or be put on board of any other vessel in the commonwealth, but in such manner, in such cases, and by such license, as shall be permitted by their order; and the vessels and persons receiving goods out of her shall be subject to the orders concerning quarantine, and for preventing infection, which shall be made by the governor and council, and notified as aforesaid.

The master of a vessel coming from sea, on board of which there shall be a person infected with the plague or other pestilential disease, shall immediately make the case known to such person as shall be appointed for the purpose, in the manner as is herein after directed, who shall give intelligence thereof with all speed to the governor, that measures may be taken for the support of the crew, and precautions used to prevent the spreading of the infection; and the master shall not enter into any port, but shall remain in some open road, and shall avoid and hinder all intercourse with other vessels or persons, nor shall any of the passengers or crew go on shore until the order of the governor and council shall be received by the master. Whosoever shall offend against this act, in either or any of the aforementioned instances, shall be amerced the sum of 1500 dollars.

When a place shall be infected with the plague or other pestilential disease; or when the governor, with the advice of council, shall have notified by proclamation published in the Virginia Gazette, that it is judged probable the plague or other pestilential disease may be brought from any place, if a vessel from such place shall be coming into a port of the commonwealth, the person who shall be authorized to see quarantine performed, shall go off, or cause some other to go off to the vessel, and at a convenient distance require the commander to declare what is his name, at what place the cargo was taken on board, at what places the vessel touched in her passage, whether any of those places were infected with the plague, or any other pestilential disease, how long the vessel had been in her passage, how many persons were on board when she set sail, whether any on board during the voyage had been infected with the plague or other pestilential disease, and who they are, how many died in the voyage, and of what distemper, what vessels he or any of his company with his privy went on board of, and whether any of their company and

aretto as aforesaid, shall
 list under quarantine as
 proper officer, shall go
 persons shall perform such
 being thereof convicted
 on, or standing mute in
 commonwealth, shall
 hard labour in the gaol
 than one, nor more than

provided, That vessels,
 any place within the com-
 the governor, with ad-
 plague or other infectious
 their quarantine in such
 be directed by the gov-
 on, to be published in the
 ed from the quarantine,
 ought on shore, or go or
 wealth, but in such man-
 nered by their order;
 or shall be subject to the
 fection, which shall be
 foresaid.

of which there shall be a
 disease, shall immediately
 nted for the purpose, in
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 Whosoever shall offend
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 stitential disease, how
 persons were on board
 yuge had been infected
 hey are, how many di-
 e or any of his compa-
 of their company and

ny with his privy went on board of, and whether any of their company had
 been on board his vessel in their voyage, and to what places those vessels
 belonged, and what are the contents of his lading.

The master of a vessel coming from a place infected with the plague or
 other pestilential disease, or having any person on board so infected, who
 shall conceal it, or who shall not give true answers to the questions so to be
 propounded to him, shall be amerced the sum of 1000 dollars.

The master of a vessel ordered to perform quarantine, when he shall be re-
 quired, after his arrival at the place appointed, shall deliver to the officer au-
 thorized to see it performed there, the bills of health and manifests he shall
 have received during the voyage, with his log-book and journal; and refus-
 ing or neglecting so to do, or to repair in convenient time after notice to the
 place appointed, or escaping from thence before quarantine performed, shall
 be amerced the sum of 1500 dollars.

Persons ordered to perform quarantine, if they shall escape, may be com-
 pelled to return, or if they shall attempt to escape, may be detained by the
 persons who shall be authorized to see the quarantine performed, and who
 may employ force, and call for the assistance of others, if it be necessary for
 this purpose.

Any person going on board a vessel, or into any place under quarantine,
 without license from the superintendent thereof, may be compelled to remain
 there, in the same manner as he might have been if he had been one of the
 crew of the vessel. The person thus appointed to execute an order concern-
 ing quarantine, guilty of wilful breach or neglect of duty, shall be amerced
 the sum of 3000 dollars. And any person embezzling, or wilfully damaging
 goods performing quarantine under his direction, shall be liable to the party
 injured for treble the value of the damages sustained thereby. The vessel,
 persons and goods, after quarantine performed, certificate thereof, and that
 they are freed from infection, being given by the superintendent, shall be no
 further restrained by virtue of this act.

GEORGIA.

BY a law of this state it is enacted, that when any country shall be in-
 fected with the plague or other malignant distemper, all vessels, boats, per-
 sons and goods, shall be subject to and be liable to perform quarantine, as is
 in this act directed; and during such quarantine, no person or persons com-
 ing, or goods imported in any such ship, vessel, or boat, shall come on shore,
 or go on board any other ship, or vessel, or boat, or be landed or put into
 any other ship, or vessel, or boat, in any place within this state, other than
 such place as shall be appointed for that purpose; nor shall any person go
 on board any such ship, or vessel or boat, without license first had and ob-
 tained, in writing, under the hand of such person or persons who shall be ap-
 pointed to see quarantine performed; and the said ships, or vessels, or boats,
 and the persons and goods coming and imported in or going on board the
 same during the time of quarantine, and all ships, vessels, boats and persons,
 receiving any person or goods under quarantine, shall be subject to such
 orders, rules and directions touching quarantine, as shall be made by the au-
 thority directing the same.

If any commander, or master, or other person taking the charge of any
 ship, or vessel, or boat, coming from any place infected as aforesaid, shall go
 himself, or permit or suffer any seaman or passenger to go on shore, or on
 board any ship, or vessel, or boat whatsoever, during the quarantine, or un-
 til such ship, or vessel, or boat, shall be discharged from quarantine, with-
 out such license, as aforesaid, then, and in all such cases, the person offend-

ng shall forfeit and pay for every such offence, the sum of one hundred pounds sterling, to be recovered by action of debt, bill, plaint or information, in any of the courts of this state, and to be for the purpose of building of a pest-house; and the judges of any of the said courts are hereby empowered to allow such reward to the informer or informers (if any there shall be) out of the said fine, as in their judgment they shall see fit, so as the same shall not exceed a moiety of the fine levied: And if any person or persons whatsoever, who shall arrive in any port or place within this state, in any ship, or vessel, or boat, which shall, by reason of his coming from any country or place infected with any contagious distemper, be obliged to keep quarantine, shall quit such ship, or vessel, or boat, by coming on shore, or going on board any other ship, or vessel, or boat, before or while under quarantine, it shall and may be lawful for the person or persons appointed to see such quarantine duly performed, and they are hereby required to compel such person or persons to return on board of such ship, or vessel, or boat, and there to remain during the time of quarantine; and such person or persons so leaving such ship, or vessel, or boat, and being thereof, after the expiration of this quarantine, convicted by one or more credible witness or witnesses, before any one justice of the pence, living near the place where the offence shall be committed, and three freeholders sworn to try the truth of the said charge, shall forfeit and pay into the hands of the said justice, the sum of fifty pounds sterling, one third thereof shall be for the informer; and the remainder, after the necessary expences are discharged, shall be applied as herein before provided; and in default of such payment, it shall be lawful for the said justice to commit such offender to one of the public gaols of this state, for any time not exceeding twelve months, nor less than six months.

If any person or persons whatsoever shall presume to go on board and return from such ship, or vessel or boat, required to perform quarantine, before or during the time of quarantine, without a license as aforesaid, every such offender shall be compelled, and in case of resistance, by force and violence be compelled by the person or persons appointed as aforesaid, to return on board such ship, or vessel, or boat, and there to remain during the time of her quarantine, and shall afterwards be liable to a fine or imprisonment, as herein before directed, in case of persons quitting a ship, or vessel, or boat performing quarantine, and to be disposed of as in that case provided; and the master of such ship, or vessel, or boat, is hereby obliged to receive and maintain such person on board accordingly.

It shall and may be lawful for any officer of the customs, or such as shall be appointed to take care that such quarantine be duly performed, to seize any boat or skiff belonging to such ship or vessel, or which shall therewith be found, and to detain the same until the quarantine shall be performed; and in case any officer or other person instructed as aforesaid shall voluntarily suffer any seaman belonging to such ship, or vessel, or boat, or any passenger therein, to quit such ship, or vessel, or boat, while under quarantine, every such offender shall forfeit and pay the sum of one hundred pounds sterling for every such offence, one third thereof to the informer, and the remaining part thereof to be applied as herein before directed, to be recovered in any of the courts of this state, with costs of suit.

After the quarantine shall have been duly performed according to the directions of this act, and upon proof to be made by oath of the master or other person having charge of the said ship, or vessel, or boat, and two of the persons belonging to the said ship, or vessel, or boat, before any one of the justices of the peace of this state, that such ship, or vessel, or boat, and all and every person therein have duly performed the quarantine as afore-

age, or dispute shall happen, who by their decree, arbitrament, or order, shall and may lawfully decide, adjust and regulate every such damage, dispute, complaint or difference, and if either of the said parties, master or pilot shall refuse to abide by, fulfil, or perform the decree, order, or other adjudication of the said commissioners, or a majority of them, who shall hear and determine the same, the party so refusing shall be subject, in addition to the former award, to the penalty of not exceeding one hundred dollars, as the said commissioners, or a majority of them shall think proper to adjudge.

If any ship or vessel what-soever, or the cargo and freight therein contained, shall happen to receive any damage or miscarriage, or be lost through the neglect, insufficiency, or default of, or in any of the pilots for any of the said harbours, after such pilot takes charge of the same, and the claim exceeds one hundred dollars, the said pilot shall in such case, on conviction thereof in any court of record, in this state, be obliged to answer and make good to the sufferers, or to the master of such ship or vessel, all and every the damages and losses which he or they should sustain through the said pilot's neglect or default in any manner or wise what-soever.

If any person, master or commander, that shall bring any ship or vessel to any of the bars of the coast of any of the said harbours, and shall refuse to receive on board any warranted or licensed pilot, the said person, master or commander, so refusing and afterwards bringing in the said ship or vessel into any of the ports aforesaid, shall and is hereby made liable to pay the pilot first offering to come on board such ship or vessel without the bar, to take charge thereof as pilot, the same rates, dues, and payments, as are customary.

The master or commander of any ship or vessel, for the consideration of the pilotage of the said ship or vessel inward to, or outward from, any of the ports or harbours aforesaid, shall pay unto the licensed pilot that shall take charge of the same, the several sum and sums of money, rates and prices as are established by the board of commissioners, as full and ample satisfaction unto the said pilot for his care and charge in bringing in, or carrying out every such ship or vessel; and if any licensed pilot shall ask or demand more fees for his services than is specified in the rates of pilotage, on due proof thereof before the commissioners or a majority of them, he shall forfeit double the amount of such vessel's pilotage.

To encourage as much as may be pilots to attend the bars, that all and every licensed pilot bringing any vessel safe from sea, shall have the preference of bringing such ship or vessel up and down the river, and to sea again, provided they give their attendance and are duly qualified, and if any master or owner of any vessel in the port employ any other pilot to carry his vessel down the river or to the sea, but the pilot who brought her in, or one belonging to the same boat, unless good and sufficient cause shall appear therefor, on due proof thereof before the commissioners, shall be liable to a fine not exceeding one hundred dollars, one half to the pilot claiming the pilotage of the vessel; but should such pilot neglect or refuse to attend and carry down said ship or vessel, when ready for sea (wind, weather and tide permitting) and thereunto required by the master, owner or consignee, shall, on conviction thereof before the board of commissioners, forfeit the upper pilotage of such vessel, and be liable to a fine not exceeding one hundred dollars; and every pilot acting on board such vessel where he has no right, shall be liable to the same penalty, provided the commissioners have not sufficient evidence of the necessity of his acting.

All and every pilot in any of the harbours aforesaid, when he has brought any ship or vessel to anchor in any of the aforesaid harbours, shall and is hereby directed and required to moor such ship or vessel, or to give proper

direction for the mooring of the same, and for their safe riding at such mooring.

If any pilot or pilots belonging to any port in this state, shall meet at sea with any vessel or vessels bound to any port within the same, such pilot or pilots shall, if capable and necessary required, take charge of and pilot the same into such port, and shall be paid two dollars per day for every day such pilot shall be on board such vessel at sea without the bar, over and above the usual rates of pilotage; and no other pilot shall interfere while the first is willing to continue his services.

All vessels entering and clearing within this state shall pay the several rates of pilotage, if a licensed pilot is offered, except the constant coasting vessels to and from Charleston, and they shall pay half pilotage up, if a pilot is offered without the bar, if they take no pilot, and whole pilotage if they take one, any law, custom or usage to the contrary notwithstanding; but vessels coasting from one port to another within the state shall not be liable to pay pilotage, unless a pilot is required to act on board.

There has been instances of captains of vessels refusing to pay the pilots agreeable to rates, after getting to sea, in which case the said pilots have no remedy: *Be it further enacted*, that the captains of such vessels as have no owner or consignee in the port, shall be obliged, if requested by the pilot acting on board, to give security for the faithful payment of the pilotage before said vessel leaves such port.

Protection of American Seamen.

BY the Act of the United States of May 28th, 1796, it is made the duty of the collectors of every district, to keep a book or books, in which, at the request of any seaman, being a citizen of the United States, and producing proof of his citizenship, he shall enter the name of such seaman, and shall deliver to him a certificate of the same.

And it shall be the duty of the collectors to file and preserve the proofs of citizenship produced as aforesaid.

For each certificate delivered as aforesaid, the said collectors are entitled to receive from the seaman applying for the same, twenty-five cents.

By the same act it is declared to be the duty of the master of every ship or vessel of the United States, in case of the impressment or detention of any of his crew, by any foreign power at the first port at which his vessel shall arrive, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately to make a protest, stating the manner of such impressment or detention, by whom made, with the name and place of the person impressed or detained; distinguishing also, whether he was an American citizen; and if not, to what nation he belonged.

Every such protest, if made in a foreign country, must be transmitted to the nearest consul or agent, or minister of the United States resident in such country, if any there be; a duplicate of such protest must also be preserved, to be sent immediately after his arrival in the United States to the secretary of state, with information to whom the original protest was transmitted.

In case such protest be made within the United States, or in any foreign country, in which no consul, agent, or minister of the United States resides, the same shall, as soon as practicable, be transmitted by such master to the secretary of State.

Masters of vessels shall, before they are admitted to entry within the Unit-

ed States, be required by the collectors respectively to declare on oath, whether any of the crew of the ship or vessel under their command, have been impressed or detained during the voyage, and how far they have complied with the directions aforesaid : and on wilful neglect, or refusal to make the declarations, or to perform the duties above required, shall forfeit and pay one hundred dollars : and for such forfeiture it shall be the duty of such collector to prosecute.

The collectors are respectively required to send a list of seamen registered within their districts, once every three months to the secretary of state, together with an account of such impressments or detentions, as shall appear by the protests of the masters to have taken place.

By the act of March 2d 1799, The secretary of state is required to lay before congress, within ten days after the commencement of each ordinary session, a statement containing an abstract of all returns made to him by the collectors, in pursuance of the former act, and of the communications received by him from the agents employed by virtue of the same in foreign countries.

DUTIES

PAYABLE BY LAW ON ALL

GOODS, WARES, AND MERCHANDIZE,

Imported into the UNITED STATES of AMERICA, after the last day of June, 1804.—The inward column exhibiting the rates of Duties payable on those imported in ships or vessels of the United States, and the outward column the rates payable on the same, if imported in foreign ships or vessels.

A	If imported in American ships or vessels		If imported in Foreign ships or vessels
ARMS, fire and side, not otherwise enumerated, or parts thereof	17½	per cent. ad. val.	19½
Apparatus, philosophical, especially imported for any seminary of learning	free		free
Apparel, wearing (see wearing apparel, &c.)			
Ale, Beer and Porter in casks or bottles	8	cents per gallon	8½
On the bottles, if black glass quart bottles	60	cents per groce	66
Antimony, regulus of	free		free
Artificial flowers, feathers and other ornaments for women's and dresses		per cent. ad. val.	19½
Amused		do.	19½
Articles of all kinds of the growth, or manufacture of the United States, or their territories, upon which no drawback, bonus or allowance has been paid or admitted	free		free
Almonds	2	cents per pound	2½
Anchors	17½	do.	19½
*Aqua fortis	free		free
B			
Baggage, personal (see wearing apparel, &c.)			free
Bark of the Cork tree	free		free
Brass cannon	17½	per cent. ad. val.	19½
... teutenague and wire	free		free
... iron or steel locks, hinges, hoes, anvils, and vices	15	per cent. ad. val.	16½
... all other manufactures of brass	17½	per cent. ad. val.	19½
Balls and balsams (see powders, pastes, &c.)	17½	do.	19½
Beasts, viz. horses, cattle, sheep, swine or other useful ones, imported for breed	free		free
Beer, ale and porter in casks or bottles	8	cents per gallon	8½
On the bottles, if black glass quart bottles	60	cents per groce	66
Bricks and tiles	17½	per cent. ad. val.	19
Bristles of swine	free		free
Bonnets, hats and caps of every kind	17½	per cent. ad. val.	19½
Boots	7½	cents per pair	8½
Books, blank	15	per cent. ad. val.	16
Bottles, black glass quart	60	cents per groce	66
Buttons of every kind	17½	per cent. ad. val.	19½
Buckles, shoe and knee	17½	do.	19½
Brushes	15	do.	16½
Burgundy wine	45	cents per gallon	49½
Burr stones, unwrought	free		free
Bullion	free		free
C			
Cannon of brass	17½	per cent. ad. val.	19½
Carriages or parts of carriages	25½	do.	27½
Cards, playing	25	cents per pack	27
... wool and cotton	50	cents per dozen	55
Cables and tarred cordage	2	cents per pound	2½
Cabinet wares	17½	per cent. ad. val.	19½

DUTIES PAYABLE BY LAW

	American ships or vessels.	If imported in	Foreign vessels.
Caps, hats and bonnets of every kind	17½	per cent. ad. val.	19½
Carpets and carpeting	17½	do.	19½
Cartridge paper	17½	do.	19½
Candles of tallow	2	cents per pound.	2 1-5
... of wax or spermaceti	6	do.	6 3-5
Champaign wine	45	cents per gallon.	40½
Capers	17½	per cent. ad. val.	19½
Canes, walking sticks and whips	15	do.	16½
Cambricks	15	do.	16½
Cassia Chinese	4	cents per pound.	4 2-5
Cay, unwrought	free.		free.
Cheese	7	cents per pound	7 7-10
China ware	17½	per cent. ad. val.	19½
Cinnamon and cloves	20	cents per pound.	23
Chintzes and colored calicoes or muslins, and all printed, stained or colored goods or manufactures, or not being printed, stained or colored, of cotton or of linen, or of both, or of which cotton or linen is the material of chief value	15	per cent. ad. val.	16½
Cocoa	2	cents per pound.	2 1-5
Chocolate	3	do.	3 3-10
Clogs and Golo shoes (see shoes)	15	cents per pair.	16½
Cordage tarred	2	cents per pound.	2 1-5
..... untarred	2½	do.	2 3-4
Cornfits	17½	per cent. ad. val.	19½
Cosmetics	17½	do.	19½
Coals	5	cents per bushel.	5½
Colors (see painters')	17½	per cent. ad. val.	19½
Copper manufactures	17½	do.	19½
..... in plates, pigs and bars	free.		free.
Cork tree, bark of	free.		free.
Compositions for the teeth or gums (see dentifrice)	17½	per cent. ad. val.	19½
Coffee	5	cents per pound.	5½
Cotton	3	do.	3 3-10
..... rags	free.		free.
C			
Cotton or linen manufactures, or of both, or of which cotton or linen is the material of chief value, whether printed, stained, colored or otherwise	15	per cent. ad. val.	16½
Clocks and watches, or parts of either	17½	per cent. ad. val.	19½
Coaches, chariots, phaetons, chairs, chaises, solos, or other carriages, or parts of either	22½	per cent. ad. val.	24½
Clothing, ready made	15	do.	16½
Cutlasses, or parts thereof	17½	do.	19½
Currants	2	cents per pound.	2 1-5
D			
Dates	17½	per cent. ad. val.	19½
Dentifrice . . . powders, tinctures, preparations and compositions for the teeth or gums	17½	do.	19½
Dishes, pewter	4	cents per pound.	4 2-5
Dolls, dressed and undressed, or parts thereof	17½	per cent. ad. val.	19½
Drugs medicinal, except those commonly used in dyeing	17½	do.	19½
..... and woods for dyeing	free.		free.
E			
Earthen and stone wares	17½	per cent. ad. val.	19½
Essences (see powders, pastes, &c.)	17½	per cent. ad. val.	19½
F			
Fans, or parts thereof	17½	per cent. ad. val.	19½
Fragrant wine	28	cents per gallon.	50 4-5
Feathers and other ornaments for women's head dresses	17½	per cent. ad. val.	19½

DUTIES PAYABLE BY LAW.

If imported in Foreign vessels		American ships or vessels.	If imported in American ships or vessels.		Foreign ships or vessels.
per cent. ad. val.	19½		per cent. ad. val.	19½	
do.	19½		cents per pound	2 1-5	
do.	19½		cents per quintal	55	
cents per pound	2 1-5		cents per barrel	66	
do.	6 3-5		do.	110	
cents per gallon	49½		do.	44	
per cent. ad. val.	19½		per cent. ad. val.	19½	
do.	16½		do.	19½	
do.	16½		do.	19½	
cents per pound	4 2-5		do.	19½	
free.	free.		free.	free.	
cents per pound	7 7-10				
per cent. ad. val.	19½		cents per groce.	66	
cents per pound	23		cents per 100 sq. f.	176	
			do.	192½	
			do.	247½	
			per cent. ad. val.	24½	
			cents per cwt.	220	
			per cent. ad. val.	16½	
per cent. ad. val.	16½		do.	24½	
cents per pound	2 1-5		cents per pair.	16½	
do.	3 3-10		per cent. ad. val.	19½	
cents per pair.	16½		do.	19½	
cents per pound	2 1-5		do.	19½	
do.	2 3-4		do.	19½	
per cent. ad. val.	19½				
do.	19½				
cents per bushel	5½				
per cent. ad. val.	19½		do	15½	
do.	19½				
free.	free.				
per cent. ad. val.	19½				
cents per pound	5½				
do.	3 3-10				
free.	free.				
			free.	free.	
			per cent. ad. val.	16½	
per cent. ad. val.	16½		cents per pound	4 2-5	
per cent. ad. val.	19½		cents per pound	4 2-5	
per cent. ad. val.	24½		free.	free.	
do.	16½		free.	free.	
do.	19½				
cents per pound	2 1-5		per cent. ad. val.	19½	
			cents per pound	4 2-5	
per cent. ad. val.	19½		per cent. ad. val.	19½	
do.	19½		cents per cwt.	110	
cents per pound	4 2-5		free.	free.	
per cent. ad. val.	19½		free.	free.	
do.	19½		cent per pound	1 1-10	
cents per pound	4 2-5				
per cent. ad. val.	19½				
do.	19½				
free.	free.				
			free.	free.	
per cent. ad. val.	19½		cents per pound	27½	
per cent. ad. val.	19½		free.	free.	
			per cent. ad. val.	16½	
per cent. ad. val.	19½		cent per pound	1 1-10	
cents per gallon	50 4 5				
per cent. ad. val.	19½				

A a a

DUTIES PAYABLE BY LAW.

	American ships or vessels.	If imported in	Foreign ships or vessels.
Iron sheet	17½	cent per pound.	1 13-20
.... cast and all manufactures of iron, steel or brass or of which either of these metals is the article of chief value, not being otherwise particularly enumerated	17½	per cent ad val.	19½
Jewellery and paste work	17½	do.	19½
Kid shoes	15	cents per pair.	16½
Lace of gold and silver	17½	per cent. ad val.	19½
Laces and laces	15	do.	16½
Laces, lincens, fringes, tassels and trimmings, commonly used by upholsterers, coachmakers and saddlers	17½	do.	19½
Lamp black	15	do.	16½
Lapis calaminaris	free.	free.	free.
Leather, tanned and tawed, and all manufactures of leather, or of which leather is the article of chief value, not otherwise particularly enumerated	17½	do.	19½
Lead and musket ball	1	cent per pound.	1 1-10
.... all other manufactures of lead, or in which lead is the chief article	1	do.	1 1-10
.... red	2	do.	2 1-5
.... white	2	do.	2 1-5
Lemons and Limes	17½	per cent. ad val.	19½
Lime foreign	50	cents pr cask, c'g. 60 gallons.	55
Linen or cotton manufactures, or of both, or of which cotton or linen is the material or chief value, whether printed, stained, coloured or otherwise	15	per cent ad val.	16½
.... rags	free.	free.	free.
Looking glass	22½	per cent ad val.	24½
Manufactures of tin, pewter and copper, except pewter plates and dishes	17½	do.	19½
.... of iron, steel or brass, not otherwise particularly enumerated	17½	do.	19½
.... of leather not otherwise particularly enumerated	17½	do.	19½
.... of lead, not otherwise particularly enumerated	1	cent per pound.	1 1-10
.... of the United States, or their territories, upon which no drawback, bounty or allowance has been paid or admitted	free.	free.	free.
Mats and floor cloths, or parts of either	17½	per cent ad val.	19½
Marble	10	cents per bushel.	11
Marble, slate and other stone, bricks, tiles, talles, mortars, and other utensils of marble or slate, and generally all stone and earthen ware	17½	per cent ad val.	19½
Malaga wine	28	cents per gallon.	30 4 5
Mare	125	cents per pound.	137½
Medicinal drugs, except those commonly used in dyeing	17½	per cent ad val.	19½
Merchandise, goods and wares imported directly from China or India, in ships or vessels not of the United States, except teas, China ware and all other articles liable to higher rates of duties		do.	15½
.... goods and wares intended to be re-exported to a foreign port or place, in the same ship or vessel in which they shall be imported; and all articles of the growth or manufacture of the United States, or of their territories, upon which no drawback, bounty or allowance has been paid or admitted	free.	free.	free.
.... goods and wares, not herein otherwise particularly enumerated and described	15	per cent ad val.	16½

Appendix.

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DUTIES PAYABLE BY LAW.

If imported in		American ships or vessels.	If imported in	
	Foreign ships or vessels.			Foreign ships or vessels.
cent per pound.	1 13-20	17½	per cent. ad val.	19½
		17½	do.	19½
per cent ad val.	19½	5	cents per gallon.	5½
do.	19½	15	cents per pair.	16½
cents per pair.	16½	17½	per cent. ad val.	19½
per cent ad val.	19½	17½	do.	19½
do.	19½	15	do.	16½
cents per pair.	16½	2	cents per pound.	2 1-5
per cent ad val.	19½	15	per cent. ad val.	19½
do.	16½	50	cents per pound.	55
do.	19½	17½	per cent. ad val.	19½
do.	16½	1	cent per pound.	1 1-10
free.	19½	1½	do.	1 13-20
do.	19½	free.	per cent. ad val.	19½
cent per pound.	1 1-10	17½	do.	19½
do.	1 1-10	17½	do.	19½
do.	2 1-5	17½	per cent. ad val.	19½
do.	2 1-5	15	do.	16½
per cent ad val.	19½	17½	do.	19½
cents pr cask, c.g.	55	17½	per cent. ad val.	19½
60 gallons.		15	do.	16½
per cent ad val.	16½	17½	do.	19½
free.	19½	400	cents per cwt.	440
per cent ad val.	24½	15	per cent ad val.	16½
do.	19½	free.	free.	free.
do.	19½	17½	per cent ad val.	19½
do.	19½	4	cents per pound.	4 2-5
cent per pound.	1 1-10	free.	free.	free.
per cent ad val.	19½	6	cents per pound.	6 3-5
cents per bushel.	11	17½	per cent. ad val.	19½
		17½	do.	19½
		15	do.	16½
		4	cents per pound.	4 2-5
		15	per cent. ad val.	16½
		17½	do.	19½
		40	cents per barrel.	44
		4	cents per pound.	4 2-5
		4	do.	4 2-5
		17½	per cent. ad val.	19½
		2	cents per pound.	2 1-5
		6	do.	6 3-5
		2	do.	2 1-5
		1½	do.	1 13-20
		free.	free.	free.
		free	free.	free.
		20	cents per 56 lbs.	22
		20	cents per bushel.	22
		15	per cent. ad val.	16½
		3	cents per pound.	3 3-10

DUTIES PAYABLE BY LAW.

	American ships or vessels.	If imported in	Foreign ships or vessels.
Sail cloth	15	per cent. ad val.	16½
Saddles or parts thereof	15	do.	16½
Sattins and other wrought silks	15	do.	16½
Spanish brown	1	cent per pound.	1 1-0
Salmon	100	cents per barrel.	110
Saffron	free.	free.	free.
Steel	100	cents per cwt.	110
Steel, iron or brass locks, hinges, hoes, anvils and vices	15	per cent. ad val.	16½
....all other manufactures of steel	17½	do.	19½
Sea stores of ships or vessels	free.	free.	free.
Segars	200	cts. per thousand.	220
Seines	4	cents per pound.	4 2-5
Spirits distilled in foreign countries, viz.			
<i>From Grain.</i>			
First proof	28	cents per gallon.	30 4-5
Second do.	29	do.	31 9-10
Third do.	31	do.	34 1-10
Fourth do.	34	do.	37 2-5
Fifth do.	40	do.	44
Sixth do.	50	do.	55
<i>From other materials.</i>			
First proof	25	do.	27½
Second do.	25	do.	27½
Third do.	28	do.	30 4-5
Fourth do.	32	do.	35 1-5
Fifth do.	38	do.	41 4-5
Sixth do.	46	do.	50 3-5
Spirits distilled in the United States, imported in the same ship or vessel in which they had been previously exported from the United States, viz.			
<i>From Molasses.</i>			
First proof	15	do.	15
Second do.	16	do.	16
Third do.	17	do.	17
Fourth do.	19	do.	19
Fifth do.	23	do.	23
Sixth do.	30	do.	30
<i>From materials of the growth and produce of the United States.</i>			
First proof	7	do.	7
Second do.	8	do.	8
Third do.	9	do.	9
Fourth do.	11	do.	11
Fifth do.	13	do.	13
Sixth do.	18	do.	18
Spikes	1	cent per pound.	1 1-10
Shoes and slippers of silk	25	cents per pair.	27½
....other shoes and slippers for men and women, clogs and goloshes	15	do.	16½
....Swords and cutlasses, or parts of either	17½	per cent. ad val.	19½
Sulphur	15	do.	16½
Sugars, brown	2½	cents per pound.	2 3-4
....white clayed	3	do.	3 3-10
....white powdered	3	do.	3 3-10
....and other clayed or powdered	2½	do.	2½
....lump	6½	do.	7 3-20
....leaf	9	do.	9 9-10
....other refined	6½	do.	7 3-20
Sugar candy	11½	do.	12 13-20
Tallow	1½	do.	1 15-20

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DUTIES PAYABLE BY LAW.

If imported in		If imported in	
	Foreign ships or vessels.		Foreign ships or vessels.
per cent. ad val.	16½	Teas from China and India, or from any islands lying eastwardly of the Cape of Good Hope.	
do.	16½	Teas bohea	12 do. 17 1-5
do.	16½	souchong and other black teas	18 cents per pound 27
cent per pound.	1 1-10	hyson, imperial, gunpowder, or gomee	32 do. 50
cents per barrel.	110	other green teas	20 do. 30
free.		From Europe.	
cents per cwt.	110	bohea	14 do. 17 1-5
per cent. ad val.	16½	souchong and other black teas	21 do. 27
do.	19½	hyson, imperial, gun powder or gomee	40 do. 50
cts. per thousand.	220	other green teas	24 do. 30
cents per pound.	4 2-5	From any other place.	
		bohea	17 do. 18 7-10
cents per gallon.	30 4-5	souchong, and other black teas	27 do. 29 7-10
do.	31 9-10	hyson, imperial, gunpowder or gomee	50 do. 55
do.	34 1-10	other green teas	30 do. 33
do.	37 2-5	Twine and pack thread	400 cents per cwt. 440
do.	44	Tin manufactures	17½ per cent. ad val. 19½
do.	55	in plates and pigs	free free
do.	27½	Toys, not otherwise enumerated	15 do. 16½
do.	27½	Tobacco manufactured, other than snuff and segars	6 cents per pound. 6 3-5
do.	30 4-5	Tools or implements of a mechanical trade only, of persons who arrive in the United States	free free
do.	35 1-5	*Turmeric	free free
do.	41 4-5	Untarred yarn	22½ cents per cwt. 247½
do.	50 3-5	Unwrought clay	free free
		V	
		Velvets and velverets	15 per cent. ad val. 16½
		*Verdigrise	free free
		*Vitriol, oil of	free free
		W	
		Wares of China	17½ per cent. ad val. 19½
		gold, silver and plated	17½ do. 19½
		Wafers	17½ do. 19½
		Wines in casks, bottles or other vessels.	
		Malmsey, Madeira and London particular Madeira,	58 cents per gallon 63 4-5
		all other Madeira wine	50 do. 55
		Burgundy, Champaign, Rhenish and Tokay	45 do. 49½
		Sherry and St. Lucar	40 do. 44
		Claret and other wines, not enumerated, when imported in bottles or cases	35 do. 38½
		Lisbon, Oporto, and other Portugal wines	30 do. 33
		Sicily	30 do. 33
		Teneriffe, Fayal, Malaga, St. George and other western island wines	28 do. 30 4-5
cent per pound.	1 1-10	All other wines, when imported otherwise than in bottles or cases	23 do. 25 3-10
cents per pair.	27½	Window glass, not above 8 by 10 inches	160 cts. per 100 sq. ft. 176
do.	16½	not above 10 by 12	175 do. 192½
per cent. ad val.	19½	above 10 by 12	225 do. 247½
do.	16½	Wood manufactured (exclusive of cabinet wares)	15 per cent. ad val. 16½
cents per pound.	2 3-4	Wool unmanufactured	free free
do.	3 3-10	Wool unmanufactured	free free
do.	3 3-10	Woods dying	free free
do.	2½	Woolen rags	free free
do.	7 3-10	All other goods, not before particularly enumerated and described.	15 per cent. ad val. 16½
do.	9 9-10		
do.	7 3-20		
do.	19 13-20		
do.	1 13-20		

* Note. Those articles which have asterisks affixed, have been declared free by the Treasury, as falling under the denomination of dying drugs.

T O N N A G E.

By an act of Congress, approved March 2d, 1799, to be paid at the time of entering the vessel, and before any permit shall be granted for unloading any part of the cargo, at the following rates:

On all ships or vessels entering from any foreign port or place.		Per Ton.
		Cents.
Ships or vessels of the United States		6
.....built within the United States after 20th July, 1789, but belonging wholly or in part to foreign powers, duly recorded		30
On other ships or vessels		50
Vessels of the United States, employed in the coasting trade or fisheries, duly licensed, per annum		6
Vessels of the United States (other than licensed) taking in merchandize in a district in one state, to be delivered in a district in another State, other than an adjoining State on the sea coast, or on a navigable river		6
Other ships or vessels, taking in merchandize, to be delivered in another district		50

.....

DUTIES PAYABLE IN

	Dls.	Cts.
Gold coins of Great Britain and Portugal, of the standard, prior to the year 1792, for every 27 grains	1	00
Gold coins of France, Spain, and the dominions of Spain, of the standard prior to the year 1792, for every 27 and 2-5 grains	1	00
Spanish milled dollars, 17 dwt. 7 grains	1	00
and in proportion for the parts of a dollar		
Crowns of France, 18 dwt. 17 grains	1	10
and in proportion for the parts of a crown		
Provided, That no foreign coins shall be receivable, which are not by law a tender for the payment of all debts, except in consequence of a proclamation of the President of the United States, authorising such foreign coins to be received in payment of the duties and fees aforesaid.		

.....

Value of Coins in estimating Duties.

	Dls.	Cts.
Pound sterling of Great Britain	4	44
Pound sterling of Ireland	4	10
Livre tournois of France	4	18½
Florin or guilder of the United Netherlands		40
Mark banco of Hamburg		33½
Rix dollar of Denmark	1	00
Rial of Plate of Spain		10
.....vellon of do.		5
Milree of Portugal	1	24
Tale of China	1	48
Pagoda of India	1	84
Rupce of Bengal		50

And all other denominations in value, as near as may be, to the said rates, or the intrinsic value thereof, compared with the money of the United States: *Provided*, That it shall be lawful for the President of the United States to cause to be established, fit and proper regulations for estimating the duties on goods, wares and merchandize, imported into the United States, in respect to which the original cost shall be exhibited in a depreciated currency, issued and circulated under authority of any foreign government.

That on all goods, wares and merchandizes, imported from the Cape of Good Hope or beyond the same, (if ad valorem articles) 20 per cent. to be added to the actual cost thereof, including all charges, (commissions, outside packages and insurance only excepted) and 10 per cent. if from any other foreign port, before the duties are calculated.

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FEEES OF OFFICE.

To the Collector and Naval Officer.

Entry of a vessel of 100 tons or upwards	Dls.	Cts.
Clearance do. do.	2	50
Entry of a vessel under 100 tons	2	50
Clearance of do. do.	1	50
Every post entry	1	50
Permit to land goods	2	00
Every bond taken officially	20	
.... Permit to lade goods, for exportation for draw back	40	
.... Debenture or other official certificate	30	
.... Bill of Health	20	
Official document (register excepted) required by any person	20	

To the Surveyor.

Admeasuring and certifying the same of every ship or vessel of 100 tons and under, per ton		1
Admeasuring of every ship or vessel above 100 tons, and not exceeding 200 tons	1	50
Above 200 tons	2	00
For all other services on board any ship or vessel of 100 tons and upwards, having on board goods, wares or merchandize, subject to duty	3	00
For like services on board any ship or vessel of less than 100 tons	1	50
On all vessels not having on board goods, wares or merchandize, subject to duty		66 2/3

Allowances for Draft.

	lb.
Any quantity of 100 weight or 112 lbs.	1
Above 100 and under 200	2
..... 200 and under 300	3
..... 300 and under 400	4
..... 400 and not exceeding 1000	4
..... 1000 and not exceeding 1800	7
Any quantity above 1800	9

Tares.

	lb.
On every whole chest of bohea tea	70
..... half do. do.	36
..... quarter do. do.	20
..... chest of hyson or other green tea, of 70 lbs. or upwards	20
..... box of other tea, between 50 and 70 pounds	18
..... do. if 80 pounds	20
..... do. from 80 pounds and upwards	22
The above to include ropes, canvass, and other coverings.	
On all other boxes of teas according to the invoice or actual weight thereof.	2 per cent.
On coffee in bags	3
..... in bales	12
..... in casks	12
On sugar other than loaf sugar in casks	15
..... in boxes	5
..... in bags or mats	10
On cocoa, in casks	1
..... in bags	16
On pimento in casks	3
..... in bags	10
On cheese, in hampers or baskets	20
..... in boxes	8
On candles in boxes	10
On chocolate in boxes	2
On cotton in bales	6
..... in seroons	8
On glauber salts, in casks	12
On ludgo, in barrels	

time of entering the vessel,
the cargo, at the following

Port or place.	Per Ton.
	Cents.
.....	6
.....	30
.....	50
.....	6
.....	6
.....	50

	Dls.	Cts.
year 1799,	1	00
standard prior	1	00
	1	00
	1	10

	Dls.	Cts.
	4	44
	4	10
		18 1/2
		40
		33 1/4
	1	00
		10
		5
	1	24
	1	48
	1	84
		50

the said rates, or the intrinsic
value, That it shall be law-
ful, fit and proper regulations
into the United States, in
currency, issued and circu-

Cape of Good Hope or be-
the actual cost thereof, in-
specially excepted) and 10 per

	per cent.
On Indigo, in other casks	15
..... in seroons	10
..... in bags or mats	3
On nails in casks	8
On pepper in casks	12
..... in bales	5
..... in bags	2
On sugar candy, in boxes	10
On segars, in boxes	18
On soap in boxes	1
On shot in casks	3
On twine in casks	12
..... in bales	3
On all other goods, according to the invoice thereof, as actual weight.	

Allowance for leakage and breakage.

Two per cent. allowed on the gauge on all merchandize paying duty by the gallon, contained in casks.

Ten per cent. on all beer, ale and porter in bottles, and 5 per cent. on all other liquors in bottles, to be deducted from the invoice quantity, in lieu of breakage; or it shall be lawful to compute the duties on the actual quantity by tale, at the option of the importer at the time of entry.

Terms of Credit.

When the duties on ad valorem articles are less than 50 dollars it must be paid immediately; if specific, a deposit must be made to secure the same, which, when ascertained, will be immediately settled.

When the duties on goods imported (where the sum payable by one person, or copartnership, shall amount to more than fifty dollars) the following credit is allowed by law, except where any bond on which the person or copartnership entering such goods, wares or merchandize, are either principal or security, and which being due, remains undischarged.

On all articles the produce of the West Indies (salt excepted) the one half in three, and the other half in six months.

On goods, wares and merchandize, imported by sea into the United States from all foreign ports and islands lying north of the Equator, and situated on the eastern shore of America, or in its adjacent seas, bays and gulfs, the one half in 3 months, and the other half in 6 months.

On salt, in nine months.

On Madeira, and all other wines, twelve months.

On all goods, &c. from Europe, (wines, salt and teas excepted) the one third in eight, one third in ten, and one third in twelve months.

On all goods, &c. (wines, salt and teas excepted) from any other place than Europe and the W. Indies, one half in six months, one fourth in nine months, and one fourth in twelve months.

On teas, "from China or Europe, may be deposited at the time of making entry the refund either to secure the duties thereon, on the same terms and stipulations as on other goods, wares and merchandize imported, or to give his, her, or their bond to the collector of the district, where any such teas shall be landed, in double the amount of the duties thereupon, with condition for the payment of the said duties in two years from the date of such bond; which bond shall be accepted by such collector, without surety upon the terms following; that is to say—The teas for the duties whereof such bond shall be accepted, shall be deposited at the expense and risk of the said importer or importers, in one or more store house or store-houses, as the case may require to be agreed upon, &c." The said teas to be delivered upon bond being given, with one or more surety or sureties, to the satisfaction of the collector, "if the same shall not exceed one hundred dollars in four months; if above one hundred dollars, and not exceeding five hundred dollars, in eight months; or if the same shall exceed five hundred dollars, in twelve months; so that the term of credit shall not extend the period beyond two years from the time of depositing the said teas: any teas remaining after the said term of two years, to be sold by the collector, who shall return the surplus (after paying the duties) to the owner or owners thereof.

When bonds given for duties shall become due, and not discharged, the collector is to prosecute without delay; and in case of insolvency or death, the United States to be the first creditor, "and if any executor, administrator, assignee, or any other person, shall pay any debt due by the person or estate, from whom, or for which they are acting, previous to the debt or debts due to the United States, being first fully satisfied and paid, shall become answerable in their own person and estate for the same, or part thereof remaining unsatisfied.

Sureties on all bonds given for duties, shall, in case of insolvency or death of the principal, "have and enjoy the like advantages, priority or preference, for the recovery and receipt of the said money out of the estate and effects of such insolvent, or deceased principal, as are reserved to the United States.

per cent.

15
10
3
8
14
5
2
10
18
3
12
3

eight.

age.

ing duty by the gallon, con-

nt on all other liquors in bot-
; or it shall be lawful to cou-
importer at the time of entry.

rs it must be paid immediate-
ch, when ascertained, will be

by one person, or copartner-
it is allowed by law, except
ch goods, wares or merchan-
is undischarged.

the one half in three, and

United States from all foreign
easterly shore of America, or
the other half in 6 months,

the one third in eight, one

er place than Europe and the
one fourth in twelve months.

option of the importer or im-
ner to secure the duties there-
und merchandise imported, or

any such teas shall be laid-
for the payment of the said
be accepted by such collec-
teas for the duties whereof

d risk of the said importer or
may require to be agreed up-
on, with one or more surety
not exceed one hundred dol-
lar five hundred dollars, in

twelve months; so that the
in the time of depositing the
be sold by the collector, who
owners thereof.

ged, the collector is to prose-
States to be the first cred-
erson, shall pay any debt due
previous to the debt or debts
will become answerable in their
satisfied.

cy or death of the principal;
the recovery and receipt of
deceased principal, as are re-

When bonds are prosecuted for the recovery of duties due to the United States, judgment to be granted at the return term, "unless the defendant shall in open court, the United States Attorney being present, make oath or affirmation, that an error has been committed in the liquidation of the duties demanded upon such bond, specifying the errors alleged to have been committed, and that the same have been notified in writing to the collector of the district prior to the commencement of the return term aforesaid."

"On all bonds upon which suits shall be commenced, an interest shall be allowed at the rate of six per cent. per annum, from the time when said bonds became due until the payment thereof."

Duties to be paid where goods are landed, and bonds to be given for securing the duties, if the whole or part of the cargo is destined to different districts.

.....

Restrictions on Importations.

No goods, wares or merchandise, of foreign growth or manufacture, subject to the payment of duties, shall be brought into the United States, from any foreign port or place, in any other manner than by sea; nor in any ship or vessel of less than thirty tons burthen, agreeable to the mode of ascertaining American tonnage, except in certain districts on the Northern, North-western, and Western boundaries of the United States, adjoining to the dominions of Great Britain, in Upper and Lower Canada, and the districts on the rivers Ohio and Mississippi.

No beer, ale, or porter to be imported in casks of less capacity than forty gallons beer measure, or if in bottles, in packages less than six dozen, under penalty of forfeiture, with the ship or vessel.

No refined lump or loaf sugar shall be imported into the United States, from any foreign port or place, except in ships or vessels of the burthen of one hundred and twenty tons and upwards, and in casks or packages containing each not less than six hundred pounds, on pain of forfeiting the said ship or vessel, and the loaf and lump sugar imported therein, except in such casks or packages as aforesaid.

No distilled spirits, (arrack and sweet cordials excepted) to be imported in casks or vessels of less capacity than ninety gallons wine measure, on pain of forfeiture, with the ship or vessel, nor in casks or vessels which have been marked pursuant to any law of the United States, on pain of forfeiture of the said refined lump or loaf sugar, and distilled spirits, together with the ship or vessel; *Provided*, That the forfeiture shall not be incurred on "any spirits imported or brought into the United States, in other casks or vessels as aforesaid, or the ship or vessel in which they shall be brought, if such spirits shall be for the use of the seamen on board of such ship or vessel, and shall not exceed the quantity of four gallons for each seaman," and which shall at the time of the entry of the said vessel be inserted in the manifest as the sea stores of such ship or vessel."

.....

Mode of transacting business at the Customs Houses in the United States.

DUTY OF MASTERS OF VESSELS.

No merchandise to be imported in any vessel belonging in whole or in part to a citizen or inhabitant of the United States, unless the master of such vessel shall have on board a manifest in writing, signed by such master, or other person having the command, containing the name of the port or place where such merchandise were received, and the port where consigned or destined to, within the United States, particularly noting the merchandise destined for each port respectively; and every package on board such vessel to be particularly described—to whom consigned or if to order; with the names of all passengers, distinguishing whether cabin or steerage passengers, or both, with their baggage, and an account of all remaining sea-stores (if any): The form of such manifest as follows:

Form of Manifest of inward Cargo from foreign ports.

REPORT and manifest of the cargo laden on board of the _____ burthen _____
tons, built at _____ whereof _____ is master, which cargo
was taken on board at _____ in the state of _____ and owned by _____
merchants at _____ as per register granted at _____ the
and bound for _____

Marks.	Number inclusive.	Packages and Contents.	By whom shipped.	To whom consigned or if to order.	Place of Consignee's residence.	Port of destination.

B b b

Returned Cargo.

(If any articles of the outward cargo are brought back, they are to be detailed, specifying by whom shipped outward, and to whom consigned inward.)

Return of passengers, and of packages belonging to them respectively.

(Here insert the names of the passengers, and whether cabin or stowage passengers; with the description and number of packages containing their baggage, or the tools or implements of a mechanical trade.)

Vessel and Cabin Stores.

(Here detail what are remaining.)

If merchandise imported are destined to be delivered in different districts or ports, the said merchandise to be inserted in successive order in the above manifest, and all spirits, wines and teas, being the whole or any part of the cargo, shall be inserted in like order, distinguishing the port where destined, and the kind, qualities and quantities thereof; and if merchandise shall be imported by citizens or inhabitants of the United States in vessels other than of the United States, the manifest shall be of the form, and shall contain the particulars aforesaid, except that the said vessel shall be described in manner following:

REPORT and manifest of the cargo laden on board the
is master, burthen bound to whereof
on board at which cargo was taken

Excessive quantity of sea stores to pay duty.

In addition to the above, the master of every American vessel to make the following—

Return of seamen on board the called the master, showing
also their names, the time for which they were respectively employed, and the sums retained out
of the wages of each.

Whole number employed.	Names of Seamen, and the time for which they have been respectively employed.	Time employed.	Sums retained out of Seamen's wages, to be paid over to the Collector.
	Names.	Months Days.	Dollars. Cents.

The master is authorized by law to retain from each seaman so returned, the sum paid for them to establish a Marine Hospital.

The master of all vessels to produce the following

Report of alien passengers on board the of which is master, arrived
at the port of in the state of on the day of

Names.	Ages.	Places of Nativity.	Country from whence they have come.	To what nation they be- long and owe alle- giance.	Their oc- cupation.	Description of their persons.

Vessels bound to Connecticut, by way of Sandy Hook, or to Hudson, before they pass the port of New-York, and immediately after arrival, the master to deposit with the collector, a true manifest of the cargo on board such ship or vessel: the penalty for neglect or omission, or refusing to receive an Inspector of the Customs on board the same, to accompany such vessel, is 500 dollars.

For all goods not included in the manifest, the master forfeits a sum of money equal to their value; and all merchandise not included in such manifest, belonging or consigned to the Master, Mate, Officers, or Crew of such vessel, shall be forfeited, unless it is made appear to the satisfaction of the collector, naval officer, and surveyor, or the major part of them, or to a court of

trial, that no part was unshipped, except what is mentioned in the report, or that the manifest has been lost or mislaid, without fraud, or detected by accident, or incorrect by mistake.

The master of any vessel, or other person having charge thereof, belonging in whole or in part to a citizen or citizens, inhabitant or inhabitants of the United States, on arrival within four leagues of the coast, or within any bays, harbours, ports, rivers, creeks, or inlets thereof, to have a manifest on board, and on demand made by any officer of the customs, first coming on board, to produce such manifest, and deliver him a copy thereof, signed by the master or other person having charge of such vessel, and the officer shall certify on the original the day and year the same was produced; the said copy to be provided and subscribed by the master, or such other person having command; the copy of which to be compared with the original, and certified by such officer on the back thereof; the day and year such copy or copies was or were delivered to him; the original manifest to be delivered afterward by the master to the collector or—*Provided*, that not more than one copy of each manifest shall be required by any officer or officers who shall first come on board within four leagues of the coast of the United States, and one other copy to any officer or officers who shall first come on board, within the limits of any district for which the cargo or any part thereof shall be destined.

The penalty on masters, for not producing manifest, and delivering copy thereof to the proper officer or officers on demand, or for not informing such officer the true destination of such vessel, is *five hundred dollars* for each offence; and the like penalty is incurred by such officer who shall neglect or refuse to certify such manifest; and the officer is required to make a return in writing of the name of the vessel, and master, offending in any or all of the particulars required, to the collector of the district where such vessel may be bound.

Any vessel within four leagues of the coast, or within the limits of any district, unloading goods without authority from proper officers, the master and mate forfeit *one thousand dollars* for each offence, and the goods forfeited, except in case of accident, necessity, or stress of weather; which shall be proved before the collector, by the master, mate, and one other officer or mariner.

Masters of vessels, receiving goods so unladen, (except as before excepted) to forfeit treble the value of such goods; and the ship, boat or vessel receiving them to be forfeited.

If any vessel, having arrived within any district, shall depart, or attempt to depart from the same, (unless to some more interior port, or by stress of weather) without report to the collector, the master forfeits *four hundred dollars*.

Any vessel arriving from a foreign port, the master is to report to the collector, within twenty-four hours after his arrival, and within twenty-four hours thereafter, further to report the name, burthen, &c. in writing, agreeably to the directions given in pages 393, 394, and shall make oath or affirmation to the truth of the same, in the words following:

I (A. B.) do solemnly, sincerely, and truly swear, (or affirm) that the report and manifest subscribed with my name, and now delivered by me to the collector of the district of contains, to the best of my knowledge and belief, a just and true account of all the goods, wares and merchandise, including packages of every kind and nature whatsoever, which were on board the _____ at the time of her sailing from the port of _____ or which have been

laden or taken on board at any time since, and that the packages of the said goods are as particularly described as in the bills of lading signed for the same by me, or with my knowledge; that I am at present, and have been during the voyage master of the said vessel; (or how long) that no package whatsoever, or any goods, wares or merchandise have been unladen, landed, taken out, or in any manner whatever removed from on board the said _____ since her departure from the said port of _____ except such as are now particularly specified, and declared in the abstract or account herewith, and that the clearance and other papers now delivered by me to the collector, are all that I now have, or have had, that any way relates to the cargo of the said vessel—And I do further swear (or affirm) that the several articles specified in the said manifest as the sea stores for the cabin and vessel are truly such, and were bona fide put on board the said _____ for the use of the officers, crew and passengers thereof, and have none of them been brought and are not intended by way of merchandise, or for sale, or for any other purpose than above mentioned, and are intended to remain on board for the consumption of the said officers and crew. I further swear (or affirm) that if I shall hereafter discover or know of any other or greater quantity of goods, wares and merchandise, of any nature or kind whatsoever, than are contained in the report and manifest subscribed and now delivered by me, I will immediately, and without delay, make due report thereof to the collector of the port or district of _____.

And I do likewise swear (or affirm) that all matters whatsoever in the said report and manifest expressed, are, to the best of my knowledge and belief, just and true. (The following addition to the oath or affirmation is to be inserted in cases where the manifests shall not have been certified by some officer of the customs in manner provided.) I further swear (or affirm) that no officer of the customs has applied for an inspection of the manifest of the cargo on board said vessel, and that no certificate or endorsement has been delivered to me on any manifest of such cargo.

So help me God.

Sworn (or affirmed) before me this }
day of _____ }

(Signed) A. B.

to be detailed, specifying by

respectively.

average passengers; with the
tools or implements of a me-

districts or ports, the said
and all spirits, wines and
order, distinguishing the
and if merchandise shall
other than of the United
States aforesaid, except that

whereof
which cargo was taken

make the following—

master, showing
and the sums retained out

is retained out
Seamen's wages,
be paid over to
the Collector.

lars. Cents.

returned, the sum paid for

is master, arrived
day of _____

Description of their
persons.

on, before they pass the
post with the collector, a
or neglect or omission,
to accompany such ves-

of money equal to their
consigned to the Master,
appear to the satisfac-
them, or to a court on

The master or other person having charge of any vessel having distilled spirits, wines, or teas, shall, within forty eight hours after arrival, make a report in writing to the surveyor, or officer acting as inspector of the revenue of the port, under a penalty of five hundred dollars; the report to be of the following form:

Report of distilled Spirits, Wines and Teas, imported in the _____ burthen
whereof _____ is master, from _____ bound to _____

Mark.	Numbers of casks, chests and packages inclusive.	Description of casks, chests and packages inclusive.	Kinds and quantities of spirits, wines and teas.	Estimated gallons of spirits of each kind.	Estimated gallons of wine of each kind.	Estimated pounds of teas of each kind.	To whom consigned.	Where consigned.

Sea stores, consisting of spirits, wines and teas,
(Signed) _____

A. B. master of _____

To _____
Inspector of the Revenue
for the port of _____

Master, or other person having command, neglecting to make such report, forfeits one thousand dollars.

Ships of war or packets of any prince or state, not permitted by such prince or state to carry goods in way of trade, are not required to make such reports.

Masters of vessels, after arrival and entry, may proceed to foreign ports with goods, noted on the manifest at the time of entry for such foreign port, without paying duties thereon, on giving bond that the said goods shall be actually re-exported in such vessel to a foreign port; but bonds are not required, when vessels put in, in distress.

Masters of vessels having goods on board destined to different districts, other than the district at which he may arrive, to be furnished by the collector with a copy of his report, and a certificate, shewing on what part of the cargo the duties have been paid or secured, and give bond for reporting such goods on which the duties have not been paid or secured; which copy the master is to produce to the collector of the district where bound, within twenty-four hours after his arrival, under a penalty of five hundred dollars; and the said bond to be cancelled by producing from the collector of such district, a certificate, within six months of the due entry and delivery of such merchandise in such district or districts.

In addition to the foregoing, the master to apply to the surveyor or inspector of the port, for a copy of his report (where there are distilled spirits, wines or teas on board, to be delivered in different districts) the want of which subjects such articles to forfeiture, and five hundred dollars penalty on the master.

POST-OFFICE LAW.

No ship or vessel from foreign ports, or coming by sea from any port of the United States, shall be permitted to report, make entry, or break bulk, till the master shall deliver to the postmaster all letters under his care, or within his power, other than such as are directed to the owner or owners of such ship or vessel, or to persons at the port of delivery, and on oath or affirmation to be taken of such delivery, the master to receive two cents for every letter so delivered.

FORM OF THE OATH.

I do solemnly _____ that I have delivered to the post master of _____ all letters directed to any person or persons within the United States, which under my care or within my power have been brought in the _____ myself master, from _____ those directed for the owner or owners, consignee or consignees of the said vessel, and persons at the port of delivery excepted. So help me God.

Goods found on board any vessel not noted in the manifest, the master to make post entry, previous to any permit being granted therefor.

Packages wanting, or goods not agreeing with the manifest, the master forfeits five hundred dollars, unless made appear to the satisfaction of the principal officers of the customs, that no part of the cargo has been unloaded since it was taken on board, except such as noted in the report, and pursuant to permits; and that such disagreement arises from accident or mistake.

Vessels arriving from any foreign port, in distress, at any port of the United States, not being destined for the same, protest to be made by the master and mate, within twenty-four hours, and lodged at the custom-house; and within forty-eight hours enter his vessel, as in other cases; and if by certificate of the officers of the port, of the necessity thereof, the vessel may be unladen, and cargo deposited in the public store, and reloaded again (except such part as may be necessary to be sold to defray the expenses of the repairs of the vessel only, on which the duty shall be paid as in other cases) by permission from the custom-house, free from any other charge than storage, and fees to the officers of the customs, as in other cases.

The master or person having command of any vessel bound to a foreign port or place, shall deliver to the collector of the district from whence such vessel is about to depart, a manifest of all the cargo on board, and the value thereof, subscribed by such person; the penalty for not delivering such manifest, and obtaining a clearance, previous to departure from such district, is five hundred dollars for each offence. The form of such manifest as follows:

Report and Manifest of the cargo laden at the port of
Master, bound for

on board the

Marks.	Numbers.	Packages or articles in bulk.	Contents or quantities.	Value at the port of Exportation.

Manifest Oath on outward Cargo.

I, _____ District of _____
master or commander of the _____ bound from the port of _____
to _____ do solemnly, sincerely and truly swear (or affirm) that the mani-
fest of the cargo on board the said _____ now delivered by me to the collector of this dis-
trict, and subscribed with my name, contains, according to the best of my knowledge and belief,
a full, just and true account of all the goods, wares and merchandize now actually laden on
board the said vessel, and of the value thereof; and if any other goods, wares or merchandize
shall be laden or put on board the said _____ previous to her sailing from this port, I
will immediately report the same to the said collector. I do also swear (or affirm) that I ver-
ily believe the duties on all the foreign merchandize therein specified, have been paid or se-
cured, according to law, and that no part thereof is intended to be re-landed within the United
States; and that if by distress, or other unavoidable accident, it should become necessary to re-
land the same, I will forthwith make a just and true report thereof to the collector of the cus-
toms of the district wherein such distress or accident may happen. So help me God.

.....

IMPORTERS OR CONSIGNEES.

Owners or consignees of goods imported, are, within fifteen days after the master's report, to make entry with the collector, detailing the several contents, and net cost of each package particularly; and produce the original invoice, documents and bills of lading, which must be verified on oath or affirmation, by the said parties, who must subscribe the Form of entry and oath, as follows:

distilled spirits, wines, or teas,
ing to the surveyor, or officer
five hundred dollars; the re-

burthen

To whom consigned.	Where consigned.

er of

such report, forfeits one thou-

such prince or state to carry

ign ports with goods, noted as
ing duties thereon, on giving
to a foreign port; but bonds

districts, other than the district
y of his report, and a certifi-
os secured, and give bond for
cured; which copy the mas-
in twenty-four hours after his
d to be cancelled by produc-
ths of the due entry and de-

or inspector of the port, for
on board, to be delivered in
eiture, and five hundred dol-

ny port of the United States,
master shall deliver to the post-
such as are directed to the
elivery, and on oath or affirm-
for every letter so delivered.

all letters di-
nder my care or within my
those directed for the
ersons at the port of delivery

master to make post entry,

[When imported in an American vessel.]

Entry of Merchandise imported by _____ in the _____ master, from _____

Marks.	Numbers inclusive.	Packages and contents.	Quantity per invoice of articles not subject to specific duties.	Value of articles subject to specific duties.	Value subject to 12½ per cent. ad valorem.	Value subject to 15 per cent. ad valorem.	Value subject to 20 per cent. ad valorem.	Value subject to 40 per cent. ad valorem.	Amount of free goods.	Charges subject to duty.	Total amount per invoice.

[When imported in a foreign vessel.]

Entry of Merchandise imported by _____ from _____ in the _____ master

Marks.	Numbers inclusive.	Packages and contents.	Quantity per invoice of articles not subject to specific duties.	Value of articles subject to specific duties.	Value subject to 12½ per cent. ad valorem.	Value subject to 16½ per cent. ad valorem.	Value subject to 22 per cent. ad valorem.	Value subject to 44 per cent. ad valorem.	Amount of free goods.	Charges not subject to duty.	Total amount per invoice.

The Oath or Affirmation in either case.

I _____ District of _____ Port of _____ do solemnly, sincerely and truly swear (or affirm) that the entry now subscribed with my name, and delivered by me to the collector of _____ contains a just and true account of all the goods, wares and merchandise imported for sale, or intended to be landed in this district for me, or on my account, or on account of any house of trade or partnership in which I am concerned, in this district, or which actually came consigned to me, or to any house of trade or partnership in which I am concerned, or imported by, or consigned to _____ and intended for sale or to be landed in this district, in the _____ whereof _____ is master, from _____ that the said entry contains a just and true account in _____ of the cost thereof, including all charges; that the invoice or invoices and bill or bills of lading now produced by me, are the true, genuine and only invoices and bills of lading by me received, of the said goods, wares and merchandise imported or consigned as aforesaid, and the only invoices by which I have been charged, or for which I am to account, and that the said invoices and bills of lading are in the actual state in which they were received by me, and that I do not know of any other invoices or account of the said goods, wares and merchandise, different from what is or are here produced. I do further swear (or affirm) that if I hereafter discover any other or greater quantity of goods, wares or merchandise than is contained in the entry aforesaid, or shall receive any invoice of the whole or any part thereof other in quantity, quality and price than has been now exhibited, I will immediately, and without delay, report the same to the collector of the _____

district. I also swear (or affirm) that nothing has been concealed or suppressed in the entry aforesaid, whereby to avoid the just payment of the duties imposed by the laws of the United States, and that all matters are justly and truly expressed therein, according to my best knowledge and belief. So help me God.

When the above entry is made by any agent, factor, or other person, other than the *bona fide* owner or consignee of such merchandize, such person to give bond in the sum of 1000 dollars, over and above what the duties may amount to, with condition, that the *bona fide* owner or consignee of such merchandize shall, on or before the first period of payment of such duty become due, deliver to said collector a full and correct account of said merchandize, in manner and form aforesaid; verified by a like oath or affirmation, before any judge of the United States, or the judge of any Court of Record of a state, or before a Collector of the Customs; and in case the duties are paid at the time of entry, a like bond to be given, that such an account shall be delivered within ninety days from such entry.

When the particulars of such merchandize are not known, an entry thereof to be made according to circumstances; declaring, on oath or affirmation, all the particulars the party knows or believes concerning the same; to be subscribed by the party; and where an imperfect entry is made, either for want of invoices, bills of lading, &c. the collector to take such merchandize into his custody, until the quantity, quality, or value can be ascertained.

Every importer or consignee of distilled spirits, wines, or teas, to make a separate entry of the same, specifying the name of the vessel and master, and place from whence; the quantity and quality, and a particular detail of the chests, casks, or vessels containing the same, with the marks and numbers; which entry, after being certified by the collector, to be produced to the surveyor or officer acting as inspector of the revenue for the port; and all permits granted by the collector for the above articles, shall, prior to the landing of the same, be produced to the surveyor or officer acting as inspector for the port, for endorsement: any of the above articles landed, contrary to the above direction, are subject to forfeiture, and five hundred dollars penalty on the master or person having charge of the vessel.

Goods without invoice, or specification of particulars, to be stored by the collector, until appraised or invoices arrive, at the option of the importer.

Appraisers to ascertain and certify at what rate or per centage, such goods are damaged, but no allowance for damage, unless such appraisement is lodged in the custom house within ten days after the landing thereof, accompanied with a certificate of the officers of the port.

Form of Appraiser's Oath and Certificate where Goods are without Invoice.

We A. B. and C. D. appointed by the Collector of _____ and _____ to ascertain the contents, and appraise the value of the merchandize contained in the several packages described in the within or annexed entry or account, do solemnly, sincerely and truly swear (or affirm) that the several articles detailed in the annexed appraisement, subscribed with our names, contains a full and true account of all the merchandize whatsoever contained in the several packages mentioned in such entry or account, and that the several prices by us affixed to each article are to the best of our skill and judgment, the true and actual value or cost thereof, at the place of exportation. So help us God.

Form of Appraiser's Oath and Certificate, where Goods are damaged.

We A. B. and C. D. appointed by the Collector of the district of _____ and _____ to ascertain and appraise the damage sustained on merchandize imported by _____ in the _____ whereof _____ is master, from _____ do solemnly, sincerely and truly swear (or affirm) that we have carefully examined the several packages hereafter enumerated and described, and find the several articles of merchandize as particularly detailed, contained in the said packages, to have received damage, as we believe, during the voyage of importation, and that the allowance by us made for such damage is to the best of our skill and judgment just. So help us God.

Goods not entered in fifteen days, to be sent to the public store, (salt and coal excepted) which may remain longer, the owner or master paying inspectors. and all goods so deposited to be at the risk and charge of the importer; and if not entered, and the duties paid or secured, within nine months, to be sold, (being first advertised for one month) the surplus money arising from such sale, after the duties and charges are paid, to be paid into the treasury of the United States, for the benefit of the owners, who, upon due proof of the property, shall be entitled to the same. Perishable articles may be sold immediately.

Goods entered under a fraudulent invoice to be forfeited, or where the collector shall suspect that such goods are not invoiced agreeably to the sum such goods are sold for at the place from whence they are imported, to be taken into his possession at the risk and expense of the importer, until they are appraised; and in case of prosecution for the forfeiture aforesaid, such appraisement shall not exclude other proof on trial, of the actual and real cost of the said goods, at the place from whence imported.

Packages may be opened in presence of two merchants, upon suspicion of fraud, and repacked under the inspection of an officer; and if found to differ from the entry, to be forfeited, unless

[

master, from

Value subject to 40 per cent. ad valorem.	Amount of free goods.	Charges subject to duty.	Total amount per invoice.

master

Value subject to 44 per cent. ad valorem.	Amount of free goods.	Charges subject to duty.	Total amount per invoice.

case.

Port of _____
 (or affirm) that the entry
 of _____
 merchandize imported for sale, or
 on account of any house of
 which actually came consign-
 ing, or imported by, or
 landed in this district, in the
 that the said
 cost thereof, including all
 produced by me, are the
 of the said goods, wares and
 invoices by which I have been
 and bills of lading are in the
 know of any other invoices
 in what is or are here pro-
 any other or greater quan-
 aforesaid, or shall receive
 and price than has been
 time to the collector of this

made appear to the satisfaction of the principal officers of the customs, or a court on trial, that such difference proceeded from accident or mistake, or without intention of fraud.

Returned Cargo.

When goods, &c. the growth or manufacture of the United States shall be returned, not having been shipped for the benefit of drawback or bounty, no duty to be demanded.

Report and entry of such goods, &c. to be made, and proof by oath or affirmation of the facts thereof, in manner following :

Entry of Merchandise exported from the district of _____ in the _____
 master, for _____ on the _____ day of _____ by _____ and returned to
 the _____ master, from _____

Marks.	Numbers.	Packages and Contents.
--------	----------	------------------------

District of _____ ss. Port of _____

I, _____ do solemnly, sincerely, and truly swear (or affirm) that the several articles of merchandise mentioned in the entry hereunto annexed, are, to the best of my knowledge and belief, truly and bona fide of the growth, product or manufacture of the United States, and that they were truly exported and imported as therein expressed ; and that no drawback, bounty or allowance has been paid or admitted thereon, or any part thereof. So help me God.

N. B. When the goods so returned have been exported from any other district than the one they may be imported in, bonds to be given by the importer, in addition to the above oath, in the sum of the duties, that within six months a certificate shall be produced from the collector of the customs for the district from whence they were exported, that such goods were actually so exported ; in default of which the bond to be forfeited, and the penalty paid.

Form of post entry in cases of mistake.

The same as in other cases, only stating it to be a post entry.

PASSENGERS.

Entry to be made by passengers of all clothes, books, household furniture, tools or implements of trade or professions, arriving in the United States to settle ; which articles are exempted from duty. The form of such entry and oath respecting the same, as follows :

Entry of wearing apparel, &c. imported by _____ in the _____ master,
 from _____

(Here the particulars to be inserted.)

District of _____ ss. Port of _____

I, _____ do solemnly, sincerely, and truly swear (or affirm) that the entry subscribed by me, and hereunto annexed, contains, to the best of my knowledge and belief, a just and true account of the contents of the several _____ mentioned in the said entry, imported in the _____ from _____ and that they contain no goods, wares or merchandise whatever, other than the wearing apparel and other personal baggage, (or if the case require) and the tools of the trade of _____ all of which are the property of _____ who has or have arrived, who is or are shortly expected to arrive in the United States ; and are not directly or indirectly imported for any other person or persons, or intended for sale. So help me God.

If the articles shall be entered by any other person than the owner, bond to be given in a sum equal to the amount of what the duties would be, if imported subject to duty ; that the owner shall within one year verify such entry on oath, or the collector may direct such baggage to be examined ; and if any article is contained therein, which ought to pay duty, entry must be made therefor ; and if an entry is made as aforesaid, and upon examination thereof any article is found therein subject to duty, (not having been expressed at the time of making the entry) it is forfeited, and the person in whose baggage the same shall be found, forfeits and shall pay treble the value thereof.

DRAWBACKS.

Mode of obtaining Drawback on foreign Merchandize.

MERCHANDIZE imported into the United States (leaf sugar, fish, snuff and manufactured tobacco excepted) if exported within one year from the payment or securing the duties thereon, from the ports of original importation, are entitled to a drawback of such duties, or may be transported coastways to certain districts, and obtain the drawback, if exported from thence to a foreign port, by observing the following directions: Provided, the duties paid or secured on such merchandize shall amount to 50 dollars, and are exported in the original casks, cases, chests, boxes, or other packages in which they were imported, except liquors in casks, coffee or cocoa in casks or other packages, or unrefined sugar, which may be filled up out of others of the same importation, or put into new casks or packages corresponding therewith, which must be marked and numbered as the originals; but no change or filling up to take place unless the casks or other packages are unfit for exportation, and in no other case; the whole to be performed under the inspection of a proper officer appointed for that purpose.

When articles are imported in bulk, the packages in which they are landed shall be deemed the packages of original importation, and must be exported in the same; and all certificates for distilled spirits, wines or teas, must be given up, or no drawback to be allowed.

Twenty hours notice to be given by lodging an entry therefor before shipping the goods except distilled spirits, which require but six hours; and goods shipped without a proper permit, forfeit the drawback. The form of the entry as follows:

Entry of Merchandize intended to be exported by _____ on board of the _____
whereof _____ is master, for _____ for the benefit of drawback, which
were imported into the district of _____ on the _____ by _____ in the _____
and brought into this district on the _____ from _____

Marks.	Numbers.	Packages and contents.	Nett cost of ad valorem articles as having paid duties.	Weight or gauge.	Tare and draft or allowance for leakage.

When merchandizes are exported from the port of original importation, the following to be omitted in the above: "and brought into this district _____ on the _____ in the _____ master, from"

Previous to any permit being given, proof must be made by the importer, and every other person through whose hands such merchandize may have passed, of the due importation, the paying or securing the duties, and identity thereof. The form of the oath as follows:

Oath to be taken on exportation, by the original Importer.

I, _____ do solemnly, sincerely and truly swear (or affirm) that the articles specified in the above, or annexed entry, were imported by (or consigned to) me, in the _____ whereof _____ was master, from _____ that they were duly entered by me at the custom house of this port, and the duties paid (or secured) that they are the same in quantity, quality, package, (and value) as at the time of importation, necessary or unavoidable wastage or damage only excepted, and are now actually laden on board the _____ whereof _____ is master; and that they are truly intended to be exported by me in the said vessel to the port of _____ and are not intended to be reloaded within the limits of the United States. So help me God.

Oath to be taken by the original Importer when the goods have been sold.

I, _____ do solemnly, sincerely, and truly swear (or affirm) that the articles specified in the above, or annexed entry, as imported by, (or consigned to) me, were truly imported by, or consigned to me, in the _____ in the _____ whereof _____ is master, from _____ that they were duly entered by me, at the custom house of _____ and the duties thereupon paid (or secured) that they were the same in quantity, quality, package, necessary or unavoidable wastage or damage only excepted (and value) at the time of sale or delivery to _____ as at the time of importation. So help me God.

Oath to be taken by an intermediate person.

I do solemnly, sincerely and truly swear (or affirm) that the articles of merchandise specified in this entry, were purchased by me from _____ and were sold by me to _____ and that they were not, to the best of my knowledge and belief, altered, or in any respect changed in quantity, quality, value or package, necessary or unavoidable wastage or damage only excepted, while in my possession, or from the time of said purchase until the time of said sale. So help me God.

Oath to be taken by an Exporter other than the original Importer.

I do solemnly, sincerely and truly swear (or affirm) that the articles specified in the above or annexed entry, were purchased by me of _____ that they are now actually laden on board of the _____ whereof _____ is master, and were at the time of such landing, and are now the same in quantity, quality, package, necessary or unavoidable wastage, or damage only excepted (and value) as at the time of purchase, that they are truly intended to be exported by me in the said vessel to the port of _____ and are not intended to be reloaded within the limits of the United States. So help me God.

The exporter to make oath respecting such exportation, and to give bonds before clearance or within ten days after, with security, to the satisfaction of the collector, in a penalty double the amount of such drawback, to produce the proof required by law in respect to their being landed without the limits of the United States; within one year if to Europe or foreign dominions in America, or within two years, if to Asia or Africa. The certificate proper to be produced to be of the following form:

I _____ of the _____ of _____ do hereby certify, that the goods or merchandize herein after described, have been landed in this _____ between the _____ and _____ days of _____ from on board the _____ of _____ whereof _____ is at present master, viz.

A. B. No. 1. a 10 ten hogsheds } Containing fourteen thousand pounds weight of
C. D. No. 3. 6. 9. 15. four tierces } coffee.

E. F. No. 14. 18. 22. } Eight hogsheds, containing ten thousand pounds weight of
25. 27. 30. 33. 35. } brown sugar.

G. H. No. 21. a 30. Ten chests containing seven hundred weight of hyson tea.

I. J. 7. 16. 19. Three bales, containing one hundred and fifty pieces of nankeen—
which according to the bills of lading for the same, were shipped on board the _____
at the port of _____ in the United States of America, on or about the _____
day of _____ and consigned to _____ by _____ of _____ aforesaid
merchant _____

Given under _____ hands, at the _____ this _____ day of _____ A. A.

Oath or affirmation of the Master or principal Officer of the Vessel confirming the above.

We _____ master, and _____ mate of the _____ Port of _____ of _____ lately arrived from the port of _____ in the United States of America, do solemnly swear (or affirm) that the goods or merchandize enumerated and described in the preceding certificate, dated the _____ day of _____ and signed by A. A. of the city of _____ merchant were actually delivered at the said port, from on board the said _____ within the time specified in the said certificate.

Sworn (or affirmed) at the port of _____ before me, this _____ day of _____

Form of verification of the above by a Consul or Agent of the United States.

I _____ (consul or agent) of the United States of America, at the city of _____ do declare, that the facts set forth in the preceding certificate, subscribed by A. A. of the said merchant, and dated the _____ day of _____ are to (my knowledge, just and true; or are in my opinion just and true, and deserving full faith and credit.)
In testimony whereof, I have hereunto subscribed my name, and affixed the seal of my office, at _____ this _____ day of _____

M. M. Consul.

Appendix.

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If there is no Consul or Agent, the following in place thereof.

We, of
residing in the do declare that the
facts stated in the preceding certificates signed by A. A. of the said
merchant, on the day of are (to our knowledge just and true; or are in
our opinion just and true, and worthy of full faith and credit.) We also declare, that there is
(no consul or other public agent for the United States of America, or American merchants) now
residing at this place.

Dated at the city of
this day of

J. P.
C. D.

If any goods, wares or merchandize, entered for exportation with intent to drawback the duties, shall be landed within the limits of the United States, the same is subject to seizure and forfeiture, together with the ship or vessel; and the vessels or boats used in landing the same, and all persons concerned therein upon conviction, to suffer imprisonment not exceeding six months. Merchandize may be transported coastways to such parts as vessels arriving from the Cape of Good Hope, or beyond the same, are admitted to enter at, by making the following entry, and obtaining a certificate from the port of original importation.

The form of the entry as follows:

Entry of merchandize intended to be shipped by on board the whereof
is master, for to be exported from thence for the benefit of draw-
back, which were imported into this district, on the by in the
from

Marks.	Numbers.	Packages and contents.	Cost of articles paying duty ad val.	Weight or gauge.	Tare and draft or allowance for leakage.

Such merchandize to be entered by the consignee, previous to the landing thereof, in manner following:

Entry of merchandize transported coastways for in the whereof
is master, from for the purpose of being exported from
the district of for the benefit of drawback; which were imported in the dis-
trict of on the by in the from

Marks.	Numbers.	Packages.	Contents.

Oath or Affirmation to this Entry.

I do solemnly, sincerely and truly swear (or affirm) according to the best of my
knowledge and belief, that the entry by me subscribed is just and true, that the merchandize
therein mentioned have been duly imported, and the duties thereupon paid, or secured to be
paid, according to law. So help me God.

The certificate accompanying such merchandize to be produced at the time of making entry, upon which a permit will be granted for unlading, and if intended to be exported to a foreign port, the same proceedings to be had as if such merchandize had been originally imported into the district from whence they are to be exported.

Merchandize may be transported across the State of New-Jersey by the following rout to Philadelphia, and exported from thence to a foreign port and obtain drawback, viz. New-Brun-

wick, South-Amboy, and Lambertton, Bordenton or Burlington, by making an entry as if transported by water; the said merchandize to be inspected and marked previous to the lading on board any packet with intention of transportation as aforesaid, and obtaining the certificate as in other cases; and if merchandize is transported by any other rout than expressed in the passport accompanying the same, or if the marks, fastenings or seals that may be placed thereon by direction of any officer of the customs, be broken, or defaced, or unpacked, the merchandize in respect to which such omission or wrong doing shall happen, or the value thereof, shall be forfeited.

In addition to the above mentioned entry, the following shall be made to obtain the passport for transportation, and which is to accompany such merchandize.

Entry of merchandize intended to be transported by _____ of the city of
merchant, across the State of New-Jersey to Philadelphia.

Marks.	Numbers.	Number and description of packages.	Contents.	By whom sent.	To whom consigned.

If the goods are exported from the district in which they were originally imported, the exporters shall receive from the collector of such district, a debenture or debentures for the amount of such drawback, payable at the exact time or times on which the duties on such goods shall become due: *Provided*, That if the duties on such merchandize shall have been paid prior to an entry for exportation, the debenture shall be made payable in 15 days from the time of signing the bond: and the debenture may be made payable to the original importer, when the same shall be requested in writing, by the exporter, and not otherwise.

If merchandize having been imported coastways, accompanied with a certificate, shall be exported to a foreign port, the exporter to receive a certificate from the collector of the district from whence exported: which is to be produced to the collector of the district of original importation; and the drawback to be paid at such port, upon a debenture or debentures being granted thereon, payable as aforesaid; but in no case is the drawback to be paid until the duties are first received.

Deduction on exportation is $1\frac{1}{2}$ per cent. on all merchandize, except distilled spirits, which is $\frac{1}{2}$ cent per gallon, and $\frac{1}{2}$ per cent. of the amount of duties.

A law of the United States passed May 13, 1800, authorizes the collector to retain in his hands $2\frac{1}{2}$ per cent. on all drawbacks, in addition to the before mentioned, and in lieu of stamp duties heretofore imposed on debentures.

Bounty on salted Provisions and Fish of the United States,

AN allowance of 30 cents per barrel is allowed on pickled fish of the United States, and 25 cents per barrel on all provisions salted within the United States, without any deduction, if the same shall amount to ten dollars. And in order to obtain such bounty, the exporter to make an entry therefor with the collector; but no entry will be received where such pickled fish or salted provisions have not been inspected and marked agreeably to the laws of the respective States, where such laws are in force. Such bounty is payable in six months from the date of the bond to be given; and in no case, unless the certificates of landing at a foreign port, as in other cases, are produced. The bond to be in double the amount of such bounty—conditioned, that the same shall be landed at some foreign port.

Form of the Entry.

Entry of _____ intended to be exported for the benefit of Bounty, by _____ in the
whereof _____ is master, bound for _____

Marks as branded on the cask.	Number of barrels.	Description and species of fish or provisions.	Quality.

Oath to be taken by the Exporter.

I do solemnly, sincerely and truly swear, (or affirm) to the best of my knowledge and belief, that the designated in the annexed entry, dated and subscribed with my name, have not been imported from any foreign port or place, but are truly and bona fide (if provisions) salted provisions, cured within the limits of the United States, (or if fish) pickled fish, of the fisheries of the United States; that they are now actually laden on board the whereof is master, and are to be exported to and are not intended to be landed within the limits of the United States. So help me God.

Form of an agreement for a Fishing Voyage.

United States of America.

District of

IT is agreed between owner of the qualified according to law for carrying on the Bank or other Cod Fishery, and master or skipper of the said and the Fishermen whose names are to this agreement subscribed—

That the said will, at own expense, equip the said with all necessary tackle and apparel, for carrying on the Bank or other Cod Fishery; and that the said shall be so equipped and fixed during the present fishing season. And the said doth agree with the said owner as aforesaid, and with the fishermen hereafter named, that he the said will, with the said fishermen, pursue the Bank or other Cod Fishery during the present fishing season: And that he will take all reasonable and proper measures to promote the success and prosperity of the voyage aforesaid: And that he will keep a just and true account of the number of fish each person, employed on board said may take during the said season; and that he will render such account to the owner of the said in order that a division of said fish may be made among the fishermen, and their shares of the proceeds of said fish be ascertained, in manner by law provided, and as is hereafter agreed. And the fishermen, whose names are hereunto subscribed, do agree with the said and with each other, and with the owner of the said that they will proceed in the said on a fishing voyage, which will continue either for one or more years, or for the fishing season, as is against our names respectively written; and that we will, at our own expense, provide suitable fishing craft and provisions for such a voyage; and that during the time for which we have respectively engaged, we will be ready to do and perform our proper duty on board said fishing vessel, being thereunto required by the master or skipper thereof; and that we will not absent ourselves from said vessel, without leave of the master or skipper thereof, or of the owner or agent. And it is agreed between the owner, master and fishermen aforesaid, that the fish, or proceeds of the said fish, that may be caught on board said by the master and fishermen, shall, after deducting the expenses for the general supplies, commonly called Great General Charge, be divided in the manner following, viz.

—To the owner of the vessel, for share, part thereof; to the shoremen, for curing the fish, part thereof; to the skipper, for his privilege, and as a compensation for his extra trouble and attention, part thereof; and the residue to and among the fishermen, including the master, in proportion to the number of fish they may respectively have caught. And it is further agreed, that the general supplies, or Great General Charge, shall consist of the following articles, viz.

And the said owner as aforesaid, doth stipulate to and with the said master and fishermen, that will render a just and true account of the delivery or sales of all the fish that may be delivered or agent, by the said master of the said and will account with the said or by the fishermen employed on board the said and will account with the said master, and with each fisherman employed as aforesaid, for their respective shares of said fish, delivered as aforesaid, and for their interest in the said fishing voyage; and also for their respective proportions of the allowance of the owner of the said may be entitled to by law, to receive of the collector of the district, on the last day of December next, in consequence of the said being employed the present season in the Bank or other Cod Fisheries.

And it is further agreed between the parties, that the said master or skipper, together with the fishermen, are entitled to all the benefits and privileges, and subject to all the duties and penalties provided by a law of the United States, entitled, "An act concerning certain fisheries of the United States, and for the regulation and government of the fishermen employed therein."

Time of entry.	Men's Names.	Quality.	Witnesses to be signed.	Time for which they have engaged.

making an entry as if trans-
it previous to the lading on
obtaining the certificate as in
an expressed in the passport
may be placed thereon by dis-
packed, the merchandise in
the value thereof, shall be
made to obtain the passport

the city of
delphia.

By whom
sent.

To whom
consigned.

originally imported, the export-
or debentures for the amount
duties on such goods shall be
ll have been paid prior to an
days from the time of signing
ual importer, when the same

with a certificate, shall be ex-
m the collector of the district
of the district of original im-
benture or debentures being
back to be paid until the du-

except distilled spirits, which is

the collector to retain in his
ationed, and in lieu of stamp

United States,

fish of the United States, and
tes, without any deduction, if
such bounty, the exporter to
received where such pickled
agreeably to the laws of the re-
ayable in six months from the
ificates of landing at a foreign
the amount of such bounty—

Bounty, by

in the

Quality.

I solemnly swear, that the before mentioned is an original contract between the owner and crew of the _____ and that the contents of this contract is true in all its parts.

Signed A. B.

Sailed from A. May 24th, to the Grand Bank,
returned November 4th, 1802.

A. B. owner, or ship's
husband.

.....

Form of a Manifest of a Coasting Vessel.

Manifest of the cargo on board the _____ master, burthen
tons, bound from _____ for _____

Marks and Numbers.	Number of Entries.	Packages and contents.	Shippers.	Residence.	Consignees.	Resi- dence.

.....

Form of Affidavit to a Coasting Manifest.

I, A. B. master [or commander] of the ship [or vessel] called the _____ of _____ do solemnly swear [or if of a religious denomination, conscientiously scrupulous of swearing] do solemnly, sincerely and truly affirm and declare, to the truth of this manifest; and that to my best knowledge and belief, all the goods, wares and merchandize of foreign growth or manufacture, therein contained, were legally imported, and the duties thereon paid, or secured to be paid.

N. B. Omit such part of the antecedent affidavit as does not apply to the lading of the vessel.

.....

Affidavit when goods shipped by order of neutral Merchants, and to be annexed to the bill of lading.

Before me [name of the notary public, or magistrate before whom sworn] notary public [if that be the case; if not, his real description] of the [the place of residence of notary or magistrate] this [day of the month] day of [the month] in the year of our Lord 180 _____ and of the Independence of the United States of North America, the _____ personally appeared [the name of the shipper] of [the place of residence and description] who being duly sworn on the Holy Evangelists of Almighty God, maketh oath and saith; that in consequence of orders by this deponent received from [the owner's name] of [owner's place of residence and description] he this deponent, on the risk and account of the said [owner's name] did ship on board the [name of the vessel] the goods mentioned in the bill of lading, marked with the letter A. to which this affidavit is annexed, and that the same, numbered and marked as in the margin of the said bill of lading is expressed, are, as this deponent verily believes, the whole and sole property of the said [owner's name] he being by this deponent debited for their amount, and being also the person to whom this deponent looks for payment.

Sworn the day and year first
above written, before me, }

.....

Receipt for Goods left in a belligerent country.

Received this [day of month] day of [month and year] from [name of the person from whom received] [place] the following goods [enumerate them] to be by me disposed of for, and on account of [owner's name] and the proceeds held at his order and disposal, which said goods are the undisposed of residue of a shipment by him made to this place, consigned to, and under the care of [supercargo's name] as supercargo thereof.

Witness.

Form of a Respondentia Bond.

KNOW ALL MEN BY THESE PRESENTS, That
 and firmly bound to _____ in the sum or penalty of _____ held
 to be paid to the said _____ or to _____ of
 certain attorney, executors, administrators, or assigns; to which payment, well and truly
 to be made, bind _____ heirs, executors, and administrators, firmly by these
 presents, sealed with _____ seal. Dated this _____ day of _____ in the
 year of _____

The condition of the above written obligation is such, that whereas the above named
 hath, on the day of the date above written, lent unto the above bound
 the sum of _____ upon the merchandizes and effects, to that value laden,
 or to be laden, on board the good ship or vessel called the _____ of the burthen of
 tons, or thereabouts, now in the river _____ whereof _____ is
 commander. If the said ship or vessel do, and shall, with all convenient speed, proceed and
 sail from and out of the said river of _____ on a voyage to any parts or places in the East-
 Indies, China, Persia, or elsewhere, round the Cape of Good Hope, and from thence do and shall
 sail and return unto the said river of _____ at or before the end and expiration of thirty-six
 calendar months, to be accounted from the day of the date above written, and that without de-
 viation (the dangers and casualties of the seas excepted.) And if the above bound

heirs, executors, or administrators, do, and shall, within _____ from the said
 next after the said ship or vessel shall be arrived in the said river of _____ voyage, or at the end and expiration of the said thirty-six calendar months, to be accounted as
 aforesaid (which of the said times shall first and next happen) well and truly pay, or cause to
 be paid, unto the above named _____ executors, administrators, or assigns, the sum
 of _____ together with

by a calendar month, and so proportionably for a greater or lesser time than a
 calendar month, for all such time, and so many calendar months as shall be elapsed and run
 out of the said thirty-six calendar months, over and above twenty calendar months, to be ac-
 counted from the day of the date above written; or if in the said voyage, and within the said
 thirty-six calendar months, to be accounted as aforesaid, an utter loss of the said ship or vessel,
 by fire, enemies, men of war, or any other casualties, shall unavoidably happen; and the above
 bound _____ heirs, executors, or administrators, do and shall, with-
 in six months next after the loss, pay and satisfy to the said _____ executors,
 administrators or assigns, a just and proportional average on all goods and effects which the said
 carried from _____ on board the said ship or vessel, and on all other the
 goods and effects of the said _____ which _____ shall acquire
 during the said voyage, and which shall not be unavoidably lost; then the above written ob-
 ligation to be void and of no effect; or else to stand in full force and virtue.

Sealed and delivered
 in presence of us,

J. S.

The form of a Bill of Bottomry.

TO ALL PEOPLE TO WHOM THESE PRESENTS SHALL COME.—I, A. B.
 of _____ owner and master of the ship called _____ of the burthen of _____
 tons, now riding at _____ and bound for _____ send greeting: Whereas I the said
 A. B. am at this time necessitated to take up, upon the adventure of the said ship, called _____
 the sum of _____ for setting forth the said ship to sea, and furnishing
 her with provisions for the said voyage; which C. D. of _____ &c. merchant, hath
 on request lent unto me and supplied me with, at the rate of _____ for the said
 during the said voyage: Now, know ye, that I, the said A. B. do by these presents, for
 me, my executors and administrators, covenant and grant to and with the said C. D. that the
 said ship shall, with the first fair wind after the day _____ depart from
 and shall, as wind and weather shall serve, proceed on her voyage to _____ and having
 there tarried until _____ and the opportunity of a convoy (if in time of war) or being
 sooner dispatched (which shall first happen) shall return from thence, and shall, as wind and
 weather shall serve, directly sail back to _____ to finish her said voyage: And I, the said
 A. B. in consideration of the said sum of _____ to me in hand paid by the said C. D.
 at and before the sealing and delivery of these presents, do hereby bind myself, my heirs, exe-
 cutors and administrators, my goods and chatties, and particularly the said ship, with the freight,
 tackle and apparel of the same, to pay unto the said C. D. his executors, administrators or as-
 signs, the sum of _____ within _____ days next after the return and safe arrival
 of the said ship in _____ from the said intended voyage. And I, the said A. B. do for
 me, my executors and administrators, covenant and grant, to and with the said C. D. his exe-
 cutors and administrators, by these presents that I the said A. B. at the time of sealing and de-

livery of these presents, am true and lawful owner and master of the said ship, and have power and authority to charge and engage the said ship as aforesaid; and that the said ship shall at all times after the said voyage, be liable and chargeable for the payment of the

according to the true intent and meaning of these presents. And lastly it is hereby declared and agreed, by and between the said parties to these presents, that in case the said ship shall be lost, miscarry, or be cast away before her next arrival in the said from the same intended voyage, that then the said payment of the said shall not be demanded, or be recoverable by the said C. D. his executors, administrators or assigns; but shall cease and determine, and the loss thereby be wholly borne and sustained by the said C. D. his executors and administrators: And that then, and from thenceforth, every act, matter and thing, herein contained, on the part and behalf of the said A. B. shall be void; any thing herein contained, to the contrary notwithstanding. In witness, &c.

INFORMATION GENERALLY.

THE want of certificates of distilled spirits, wines or teas, subject such articles to seizure, and 50 dollars fine, if such certificates are not delivered to the purchaser; and if any cask, chest, vessel or case, containing such articles, shall be found in the possession of any person, without being marked, and not being accompanied with a certificate, the same is liable to seizure.

On the sale of any cask, &c. which has been marked, the marks to be defaced in presence of some officer of inspection or customs; and the certificate of the same to be delivered up under penalty of 100 dollars, with costs of suit.

Goods from foreign ports, not to be unladen but between sunrise and sunset, without special license, under a penalty of 400 dollars on the master, and every other person concerned, disability from holding any office under the government of the United States for seven years, and being advertised in the newspapers, with forfeiture of the goods; and if above 400 dollars, value of vessel and apparel.

Goods removed before gauged and weighed, and if wines, spirits or teas, before being marked without permission, are forfeited.

Persons giving or offering a bribe, forfeit from 200 to 2000 dollars.—Inspectors and officers of revenue cutters may go on board, examine and search vessels, have free access to the cabin, and seal packages; and after sunset secure hatches, &c.—Persons in charge of vessels, for breaking fastenings, but in the presence of an officer, forfeit 200 dollars.

The master or commander of any vessel, that shall obstruct or hinder (or be the cause thereof) any officer of the revenue, in going on board his ship or vessel, for the purpose of carrying into effect any of the revenue laws of the United States, forfeits from 50 to 300 dollars.

Every owner of a vessel, residing within the limits of the United States, to swear to the register within 90 days after its being granted, or it becomes void, and the vessel and cargo pays foreign tonnage and duty.

Least sums admitting of Drawback.

Money.	12½ p. cent.	15 p. cent.	20 p. cent.	40 p. cent.
Pound sterling of England	82.10.0	69.0.0	51.10	25.15.0
..... Ireland	90. 0.0	75.0.0	56. 0.0	28. 0.0
Guilder of U. Netherlands	925	770	585	292
Specie Livre of France	2000	1667	1250	625
Marc banco of Hamburgh	1105	920	690	345
Spanish and rix dollar of Denmark	368	307	250	115
Rupce of Bengal	610	510	383	196
Pagoda of India	175	145	109	55

NOTICE TO MARINERS.

Since this work was put to press, the Light-house which stood on North Island, at the entrance of Georgetown, (S.C.) mentioned in a note at the bottom of page 204, was blown down.

the said ship, and have power
and that the said ship shall
payment of the

And lastly it is hereby de-
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the said

shall not
administrators or assigns; but
id sustained by the said C. D.
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shall be void; any thing
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Persons in charge of vessels,
200 dollars.

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	690	345
	230	115
	383	196
	102	55

8.
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ned in a note at the bottom

